MICROFILM

START OF ROLL

ROLL NO. 4

CONSTRUCTION CONTRACTS

Beginswith Contract#
510

CONTRACT # 510

PR 61 Canyonville-Galesville 1921-1922

Folder # 1

510

F 915 PR61

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L.	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N.L.

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT

8-1-

54 Pd N.L. Canyonville Ore 11-30-22

State Highway Comm.
Salem Ore

with the present car shortage and having to hold cement for twenty four hour test we are unable to obtain enough cars to keep job going. Kindly give us your aid in securing two cars daily. Regarding tractor have been unable to get car to ship in but will ship as soon as possible.

S. A. Moceri
12:30 am

CC U S Bureau of Public Roads 2
XXXXXX Office
C C Kelley
C E MacVicar

J. [illegible]

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/29/22 Lab. No. 13656

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #82

Date cast 11/1/22

Date broken 11/29/22

Age 28 days

Station 140 plus 20

Slump 1¼"

Break lbs per sq in 1567

CC U S Bureau of Public Roads 2
Office
C C Kelley
C H MacVicar

.....
Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 11/29/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 578 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13670 H. D.	289	S P 23964	20.8	2 - 20	5 - 00	OK	220 200 220 217		Passes 7 day tests
Lab. No. 13800 H. D.	289	S P 23784	18.0	2 - 20	5 - 30	OK	200 195 225 207	425 355 455 412	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 102-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/29/22

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No. 13656

Field No. .....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Cylinder #82

Date cast 11/1/22

Date broken 11/29/22

Age 28 days

Station 140 plus 20

Slump 1¼"

Break lbs per sq in 1557

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

.....
Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 11/29/22 — County Douglas

Source Beaver plant — Job Canyonville-Galesville

Date sampled

Quantity represented 578 bbls. — Brand Beaver

To be used concrete pavement — Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15670 H. D.	289	S P 25964	20.6	2 - 20	5 - 00	OK	220 200 230 217		Passes 7 day tests
Lab. No. 15800 H. D.	289	S P 25784	18.0	2 - 20	5 - 30	OK	200 195 228 207	425 355 465 412	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
G G Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/28/22 Lab. No. 13708

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Cylinder #98

Date cast 11/21/22

Date broken 11/28/22

Age 7 days

Station 587 plus 95

Slump 1¼"

Break lbs per sq in 603

CC U S Bureau of Public Roads 2
Office
C O Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

P A Ore #61 Report of Compression Test

Date reported 11/28/22

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No. 15708

Field No. .....

County Douglas

Job Canyonville-Oakville

Sampled by .....

Cylinder #98

Date cast 11/21/22

Date broken 11/28/22

Age 7 days

Station 537 plus 95

Slump 1¼"

Break lbs per sq in 605

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Cre 961

Date reported 11/28/22 County Douglas

Source Beaver plant Job Canyonville-Calesville

Date sampled

Quantity represented 200 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15476 H. D.	200	CSL 19584	18.2	1 - 05	5 - 00	OK	205 200 195 200	415 370 — 390	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
O S Kelley
G E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 961

Date reported 11/28/23

Source Beaver plant

Quantity represented 289 bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Galesville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13478 H. D.	289	OSL 19884	18.3	1 - 05	5 - 00	OK	205 206 128 200	415 370 [illegible] 360	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C S Kelley
S E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 11/27/22

Source Beaver plant

Quantity represented ..... bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Galesville

Date sampled .....

Brand Beaver

Sampled by L. J. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13648 H. D.	280	S P 22049	21.0	2 - 20	5 - 10	OK	275 225 250 250		Passes 7 day tests
Lab. No. 13462 H. D. 5902		S P 22042 88509	21.5	2 - 20	5 - 00	OK	230 225 220 225	460 440 410 437	Passes 28 day tests
Lab. No. 13463 H. D. 5903		S P 86040	21.5	50 mins	4 - 30	OK	270 265 250 255	475 415 420 440	Fails-time of initial set not enough
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 11/27/22

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No. .....

Field No. .....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Lab#	13655	13645	13695
Cylinder #	81	80	97
Date cast	10/30/22	10/29/22	11/20/22
Date broken	11/27/22	11/27/22	11/27/22
Age days	28	29	7
Station	131 plus 90	123 plus 40	378 plus 70
Slump	2	2	1¼
Break lbs per sq in.	2547	1980	999

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

.....
Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported 11/27/28

Source Beaver plant

Quantity represented ..... bbls.

To be used general payment

County Douglas

Job Canyonville-Galesville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13448 H. D.	280	S P 25049	21.0	2 - 30	5 - 10	OK	275 225 250 250		Passes 7 day tests
Lab. No. 13462 H. D. 5908		S P 25049 25309	21.5	2 - 30	5 - 00	OK	270 225 220 225	460 440 410 437	Passes 28 day tests
Lab. No. 13463 H. D. 5908		S P 26040	21.5	50 mins	4 - 30	OK	270 265 250 255	475 415 450 440	Fails-time of initial set not enough
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 11/27/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	13656	13643	13693
Cylinder #	81	80	97
Date cast	10/30/22	10/29/22	11/20/22
Date broken	11/27/22	11/27/22	11/27/22
Age days	28	29	7
Station	151 plus 90	123 plus 40	378 plus 70
Slump	2	2	1½
Break lbs per sq in.	2547	1980	990

CC U S Bureau of Public Roads 2
Office
G C Kelley
G E Medlen

Testing Engineer.

Clyde Equipment Co.

November 27, 1922

Clyde Equipment Company,
542 First Avenue South,
Seattle, Washington.

Attention Mr. P. T. Pagett,
Credit Manager.

Gentlemen:

Receipt is acknowledged of yours of November 22nd relative to your claim against the Peabody Construction Company, said to be a sub-contractor working under S. A. Moseri on the Canyonville-Galesville Section of the Pacific Highway, contract No. 510.

This contract, as all state highway contracts, is covered by a surety bond to protect labor and material claims and, therefore, the proper procedure is to file your claim against the bond which was furnished in this instance by the United States Fidelity & Guaranty Company for whom J. L. Hartman & Company, Chamber of Commerce Building, Portland, are the resident agents.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAX:LM

DIRECTORS
SETH MARSHALL
C.A. LUSTER
JAY SMITH
C.M. RICE
H.J. ARMSTRONG

...de Equipment Co.

...TLAND SPOKANE SEATTLE

Machinery and Supplies

AFFILIATED WITH
MARSHALL-WELLS COMPANY
PORTLAND SPOKANE BILLINGS DULUTH WINNIPEG EDMONTON VANCOUVER

A. LESCHEN & SONS ROPE CO.
"HERCULES" RED STRAND WIRE ROPE

CABLE ADDRESS "CECO," SEATTLE

...KS
...G ENGINES
...CHINERY

PLEASE REFER TO
...T. Padgett

342 First Avenue South
Seattle, Washington

Nov. 22, 1922.

Highway Commissioner,
State of Oregon,
Salem, Oregon.

We have an account covering rental and supplies, per statement enclosed, against Peabody Construction Co. sub-contractors under S.C. Moceri, general contractor, on Canyonville-Galesville Section Pacific Highway, which we hereby file against any funds that are due or may become due and we kindly ask that you put our account in for payment accordingly.

Please acknowledge receipt and if our claim is not properly filed, kindly advise us proper procedure to have it properly filed.

CLYDE EQUIPMENT COMPANY,

P. T. Padgett

Credit Manager.

L.

RECEIVED
NOV 23 1922
...

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

P A Ore 461

Date reported 11/28/22

Source Beaver plant

Quantity represented 289 bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Glendale

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15644 H. D.	289	S P 84264	20.6	2 - 30	5 - 00	OK	220 235 240 252		passes 7 daytests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
[illegible] Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/25/22

Source .....

.....

Quantity represented .....

To be used Concrete pavement

Lab. No. 12648

Field No. .....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Cylinder #79
cast
Date ~~REPORTED~~ 10/28/22

Date broken 11/25/22

Age 28 days

Station 118 plus 68

Slump 1½"

Break lbs per sq in 1980

cc U S Bureau of Public Roads 2
Office
O G Kelley
G E MacVicar

Testing Engineer.

Form 103-B—10140.

Oregon State Highway Commission

F A Ore 461 Oregon **Report of Cement Tests**

Date reported 11/28/22 County Douglas

Source Beaver plant Job Canyonville-Sd orville

Date sampled

Quantity represented 289 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13644 H. D.	289	S P 24264	90.6	2 - 30	5 - 00	OK	220 235 240 252		Passes 7 daytests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

15p-dp

cc U S Bureau of Public Roads 2
[illegible] Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/24/22 Lab. No. 18681

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Sutherlin

To be used concrete pavement Sampled by .....

Cylinder #96

Date cast 11/17/22

Date broken 11/24/22

Age 7 days

Station 867 plus 00

Slump 1"

Break lbs per sq in 1870

cc U S Bureau of Public Roads 2
Office
C O Kelley
O E MacVicar

Testing Engineer.

November 27, 1922

Clyde Equipment Company,
542 First Avenue South,
Seattle, Washington.

Attention Mr. P. T. Pagett,
Credit Manager.

Gentlemen:

Receipt is acknowledged of yours of November 22nd relative to your claim against the Peabody Construction Company, said to be a sub-contractor working under S. A. Moseri on the Canyonville-Galesville Section of the Pacific Highway, contract No. 510.

This contract, as all state highway contracts, is covered by a surety bond to protect labor and material claims and, therefore, the proper procedure is to file your claim against the bond which was furnished in this instance by the United States Fidelity & Guaranty Company for whom J. L. Hartman & Company, Chamber of Commerce Building, Portland, are the resident agents.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,
By
Secretary.

RAK:LM

Form 103-B—19140.

Oregon State Highway Commission

F A Ore 961 (Oregon) **Report of Cement Tests**

Date reported 11/28/22 County Douglas

Source Beaver plant Job Canyonville-Glendale

Date sampled

Quantity represented 289 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13644 H. D.	289	S P 24264	20.6	2 - 30	5 - 00	OK	220 235 240 232		Passes 7 daytests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
[illegible] Office
C G Bailey
G A MacVicar

Tested 12-5-22

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/25/22 Lab. No. 13642

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used Concrete pavement Sampled by

Cylinder #79
cast
Rate 10/26/22

Date broken 11/25/22

Age 28 days

Station 118 plus 68

Slump 1¾"

Break lbs per sq in 1980

cc U S Bureau of Public Roads 2
Office
C C Kelley
C E MacView

Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/24/22 Lab. No. 12681

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Jacksonville

To be used concrete pavement Sampled by .....

Cylinder #96

Date cast 11/17/22

Date broken 11/24/22

Age 7 days

Station 867 plus 00

Slump 1"

Break lbs per sq in 1274

cc U S Bureau of Public Roads 2
Office
C G Kelley
G E MacVicar

.....
Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/24/22 Lab. No. 15691

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #96

Date cast 11/17/22

Date broken 11/24/22

Age 7 days

Station 567 plus 00

Slump 1"

Break lbs per sq in 1276

CC U S Bureau of Public Roads 2
Office
C O Kelley
O L MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 661

Date reported 11/25/22 — County Douglas

Source Gold Hill, Ore — Job Canyonville-Galesville

Date sampled

Quantity represented 578 bbls. — Brand Beaver

To be used concrete pavement — Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13626 H. D.	289	U P 11688	20.4	2 - 20	5 - 40	OK	200 215 210 208		Passes AE 7 day tests
Lab. No. 13624 H. D.	289	S P 26081	20.8	2 - 30	5 - 20	OK	220 195 215 210		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2 Offices
C C Kelley
C E MacVicar

Testing Engineer.

Form 103-B—10140.

Oregon State Highway Commission

F A Ore 461 Report of Cement Tests

Date reported 11/23/22 County Douglas

Source Gold Hill, Ore Job Canyonville-Galesville

Date sampled

Quantity represented 578 bbls. Brand Beaver

To be used Concrete pavement Sampled by L J Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13624 H. D.	289	U P 11632	20.4	2 - 30	5 - 40	OK	200 215 210 206		Passes 7 day tests
Lab. No. 13624 H. D.	289	S P 26081	20.8	2 - 30	5 - 20	OK	220 195 215 210		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C C Kelley
C E MacVicar

L J Baker

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/[illegible]/22 Lab. No. 15610

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Glendale

To be used concrete pavement Sampled by .....

Cylinder #74

Date cast 10/19/22

Date broken 11/16/22

Age 28 days

Station 525 plus 25

Slump 1"

Break lbs per sq in 4310

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E DeVlieg

.....
Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/22/22 Lab. No. 13610

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Ca nville

To be used Concrete pavement Sampled by .....

Cylinder #74

Date cast 10/19/22

Date broken 11/16/22

Age 28 days

Station 833 plus 25

Slump 1"

Break lbs per sq in 4510

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E McVicar

..... Testing Engineer.

FORM SA 10M-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. D. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT BUNN
STATE HIGHWAY ENGINEER

PBG

OREGON STATE HIGHWAY COMMISSION

SALEM

November 20th 1922.

Mr. C. C. Kelley, Ass't Engineer

Office.

Dear Sir:

In view of the low strength tests being obtained from the concrete cylinders from the Canyonville-Galesville section, I strongly recommend that all the pavement laid in the second strip on this job be closed to traffic for not less than 6 weeks from the date of paving if possible.

While the cold weather is chiefly responsible for this low strength some of the cement used has been slow in picking up and, where possible, should be given greater time than usual for curing.

Yours very truly,

Kenneth S. Hall
Testing Engineer

KSH/PSS

CC G E MacVicar

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR 1-6-1

HIGHWAY COMMISSION

Date Nov. 20, 192 2

Job Name Canyonville - Tiviswood

Week from Nov. 20 to Nov. 25

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do

County Douglas Job Prefix 16 PB

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Progress this week has been fairly good.
59 stations of 9 foot pavement was laid.
if this progress can be kept up, we
will finish pavement in three weeks.
We have not had any frost to mention
this week. Sub-grade conditions are
very good. We now have a crew on
finishing the upper double strip pavement.
All pavement will be kept closed for
40 days, or longer if thought necessary.

Signed Geo. E. McKeen

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11 ±

Miles completed 4 2

Miles completed except finishing 6 9

Miles covered by contractor's forces 11 ±

Miles cross-sectioned 11 ±

Miles cross-sections completed and checked 3 0

Miles to be remeasured 7 0

Number men in Engineering Party 6

Contractor's average force for week 10 men,

3 teams, steam shovels

Grading work will be completed about Dec 31-22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 ±

Miles paving completed 9 5

Average daily sq. yds. this week 986

Miles shoulders completed both sides 4 2

Contractor's average force for week 66 men,

2 teams, 16 trucks

Percentage of total required yardage now in place 87%

Job will be completed about Dec. 31-22

Number men in Engineering Party 6

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 11/20/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	13641	13638	13619
Cylinder #	91	77	76
Date cast	11/11/22	10/22/22	10/21/22
Date broken	11/18/22	11/18/22	11/18/22
Age days	7	27	28
Station	816 plus 56	572 plus 50	561 plus 75
Slump	1¼	2"	2"
Break lbs per sq in.	1805	2122	3255

Lab#	13639	13654
Cylinder #	78	92
Date cast	11/25/22	11/12/22
Date broken	11/20/22	11/20/22
Age days	26	8
Station	802 plus 75	527 plus 25
Slump	1	1¼
Break lbs per sq in.	2759	919

CC U S Bureau of Public Roads 3
Office
C U Kelley \ S MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 11/20/22

Source .....

.....

Quantity represented ..... bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Glendale

Date sampled .....

Brand Beaver

Sampled by Baker & MacVicar

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15599 H. D.	299	S P 38573	20.0	2 - 30	5 - 20	OK	235 235 230 235		Passes 7 day test s
Lab. No. 15600 H. D.	299	S P 87476	19.8	2 - 40	6 - 00	OK	260 215 125 227		Passes 7 day tests
Lab. No. 15582 H. D.	251	N D 42002	17.0	2 - 25	4 - 50	OK	155 145 145 148		Rejected Fails on Strength tests.
Lab. No. 15583 H. D.	289	U P 75922	16.8	2 - 00	5 - 00	OK	240 250 270 255	260 280 285 268	Passes 28 day tests
Lab. No. 15569 H. D.	Bin samples		18.6	30 mins	6 hours	OK	200 210 210 207	450 425 450 428	Fails on setting time rejected
Lab. No. H. D.									
Lab. No. H. D.									

CC U Bureau of Public Roads 2
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C C Kelley
G MacVicar

.....
Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/20/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Myrtleville-Calesville

To be used concrete pavement Sampled by .....

Lab#	13641	13638	13619
Cylinder #	91	77	76
Date cast	11/11/22	10/22/22	10/21/22
Date broken	11/18/22	11/16/22	11/18/22
Age days	7	27	28
Station	316 plus 56	572 plus 30	561 plus 75
Slump	1¼	2"	2"
Break lbs per sq in.	1303	2122	3265

Lab#	13639	13654
Cylinder #	78	92
Date cast	11/23/22	11/12/22
Date broken	11/30/22	11/20/22
Age days	28	8
Station	582 plus 75	527 plus 35
Slump	1	1½
Break lbs per sq in.	2789	919

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C C Eakley C MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 11/20/32 County Douglas

Source ..... Job Sanderville-Dillonville

..... Date sampled .....

Quantity represented ..... bbls. Brand Beaver

To be used concrete pavement Sampled by Baker & MacVicar

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13599 H. D.	289	S P 80573	20.0	2 - 30	5 - 20	OK	256 238 230 233		Passes 7 day test s
Lab. No. 13600 H. D.	289	S P 67476	19.8	2 - 40	6 - 00	OK	260 215 195 227		Passes 7 day tests
Lab. No. 13532 H. D.	231	N D 48002	17.0	2 - 05	4 - 50	OK	155 145 145 148		Rejected Fails on Strength Tests.
Lab. No. 13523 H. D.	289	U P 73922	16.8	2 - 00	5 - 00	OK	240 250 270 253	260 260 260 260	Passes 28 day tests
Lab. No. 13369 H. D.	Bin samples		18.6	30 mins	6 hours	OK	200 210 210 207	430 425 420 428	Fails on setting time rejected
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
B MacVicar

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

61

Date Nov. 18, 1932

Job Name Coquille - Gloucester

Week from Nov. 13 to Nov. 18

Mail Address Coquille, Or

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10PB

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Progress for the week due to material shortage. The first three nights of the week we had heavy frost, but pavement was well protected and no damage was done. With present progress we should finish Dec. 20 with pavement.

(See back of this sheet for instructions and detailed information.)

Signed Geo. E. Machlan

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11.1

Miles completed 3.4

Miles completed except finishing 7.7

Miles covered by contractor's forces 11.1

Miles cross-sectioned 11.1

Miles cross-sections completed and checked -.5

Miles to be remeasured -

Number men in Engineering Party 5

Contractor's average force for week 10 *men,*

1 *teams,* - *steam shovels*

Grading work will be completed about Dec. 31-22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11.1

Miles paving completed 9.9

Average daily sq. yds. this week 835

Miles shoulders completed both sides 3.4

Contractor's average force for week 60 *men,*

2 *teams,* 17 *trucks*

Percentage of total required yardage now in place 82%

Job will be completed about Dec. 31-22

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.D. *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/17/28 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used Concrete pavement Sampled by .....

Lab#	15618	15657
Cylinder #	78	90
Date cast	10/20/28	11/9/28
Date broken	11/17/28	11/17/28
Age days	28	8
Station	845 plus 95	810 plus 50
Slump	3"	1½"
Break lbs per sq in	1557	948

cc U S Bureau of Public Roads 2
Office
C O Kelley
G E MacVicar

.....
Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

Report of Compression Test

Y A Ore 661

Date reported 11/17/22

Source .....

.....

Quantity represented .....

To be used Concrete pavement

Lab. No. .....

Field No. .....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Lab#	13618	13637
Cylinder #	75	90
Date cast	10/20/22	11/9/22
Date broken	11/17/22	11/17/22
Age days	28	8
Station	543 plus 95	310 plus 50
Slump	2"	1½"
Break lbs per sq in	1507	868

cc U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

15667—5M—6-21.

Oregon State Highway Commission

REPORT OF SAND TEST

F A Ore 461

Date Reported 11/16/22 Lab. No. 13551

Source S.P.R.R. at Canyonville, Ore. Field No. 5905

R. Umpqua R. County Douglas

Quantity Represented 1000 Job Canyonville-Idleyville

To be used Concrete pavement Sampled by Keefe

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	17.7	41.5	66.2	89.2	98.3	1.7

1 of 13548
2 of 13550

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
1923		1613		355		305	
1925		1718		330		305	
2178		1822		345		320	
2007		1696		323		310	

This sand 12.2 % Water.

Standard sand 10.4 % Water.

Compression	Tension	
119.0	107.3	per cent of standard sand, 7 days
		per cent of standard sand, 28 days

Remarks: 7 d. tests indicate that this mixture is suitable for concrete pavement

Testing Engineer.

cc U S Bureau of Public Roads 2
Office
C O Kelley
O A Mavius

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

P A Ore 461

Date reported 11/1 6/22 — County Douglas

Source Beaver plant — Job Canyonville-Galesville

Date sampled

Quantity represented 173 bbls. — Brand Beaver

To be used concrete pavement — Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13684 H. D.	173	X P 36201	17.0	1 - 40	4 - 40	OK	235 245 260 247		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 101-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/16/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13541	13630	13629	13631
Cylinder #	89	88	87	89
Date cast	10/14/22	11/7/22	11/6/22	11/8/22
Date broken	11/11/22	11/16/22	11/16/22	11/16/22
Age days	28	9	10	8
Station	488 plus 25	340 plus 15	179 plus 00	304 plus 75
Slump	1	1	2	1
Break lbs per sq in.	4360	1910	1480	1182

cc U S Bureau of Publice Roads 2
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C C Kelley
C K MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 11/1 6/22 ..... County Douglas .....

Source Beaver plant ..... Job Sangerville-Calesville .....

..... Date sampled .....

Quantity represented 175 bbls. Brand Beaver .....

To be used concrete pavement ..... Sampled by L P Baker .....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No.							235		Passes 7 day tests
13584	175	N P					245		
H. D.		36301	17.9	1 - 40	4 - 40	OK	240		
							247		
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

L P Baker

..... Testing Engineer.

15667—5M—8-21.

Oregon State Highway Commission

REPORT OF SAND TEST

F A Ore 461

Date Reported 11/16/22 Lab. No. 13551

Source S.2 M.S. of Canyonville on Field No. 8205

S Umpqua R. County Douglas

Quantity Represented 1000 Job Canyonville-Galesville

To be used concrete pavement Sampled by Moser

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	17.7	41.3	66.2	89.2	98.3	1.7

1 of 13548
2 of 13550

Strength Tests
1 cement: 8 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
1925		1618		355		295	
1925		1718		300		305	
2176		1822		345		330	
2007		1686		355		310	

This sand 12.5 % Water.

Standard sand 10.4 % Water.

Compression	Tension	
119.0	107.5	per cent of standard sand, 7 days
		per cent of standard sand, 28 days

Remarks: 7 day tests indicate that this mixture is suitable for concrete pavement

cc U S Bureau of Public Roads 2
Office
C C Kelley
G E Maylone

Testing Engineer.

Form 101-A.

Oregon State Highway Commission

W A Ore 941 Report of Compression Test

Date reported 11/16/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13541	13620	13629	13651
Cylinder #	69	68	67	66
Date cast	10/14/22	11/7/22	11/6/22	11/8/22
Date broken	11/11/22	11/16/22	11/16/22	11/16/22
Age days	28	9	10	8
Station	493 plus 25	240 plus 15	179 plus 00	304 plus 75
Slump	1	1	2	3
Break lbs per sq in.	4360	1910	1450	1152

cc U S Bureau of Public Roads 2
Office
C U Kelley
G H MacVicar

Testing Engineer.

POSTAL TELEGRAPH – COMMERCIAL CABLES

TELEGRAM

CLASS OF SERVICE DESIRED	
FAST DAY TELEGRAM	
NIGHT TELEGRAM	
NIGHT LETTERGRAM	

THE SENDER MUST MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY TELEGRAM.

THE POSTAL TELEGRAPH-CABLE COMPANY (INCORPORATED) TRANSMITS AND DELIVERS THIS MESSAGE SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE BACK OF THIS BLANK

RECEIVER'S NUMBER

CHECK

TIME FILED

Form 2

SEND the following Telegram, subject to the terms on back hereof, which are hereby agreed to.

November 15, 1922.

PP61

Geo. E. MacVicar,
Canyonville, Oregon.

Railroad asks immediate unloading of three cars cement at Riddle.

Herbert Munn

10 words
10 " S n F
10 " New Y

Lab. No.								
H. D.								
Lab. No.								
H. D.								
Lab. No.								
H. D.								

CC Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 102-B—19140.

1942

Oregon State Highway Commission

Report of Cement Tests

Date reported ..... 11/13/22 .....

Source ..... Beaver plant .....

.....

Quantity represented ..... 520 ..... bbls.

To be used ..... concrete pavement .....

County ..... Douglas .....

Job ..... Canyonville-Galesville .....

Date sampled .....

Brand ..... Beaver .....

Sampled by ..... L P Baker .....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13532 H. D.	231	N P 42002	17.0	2 - 05	4 - 50	OK	195 160 150 168		7 day tests fail. Hold for retest.
Lab. No. 13533 H. D.	289	HTC 37185	17.3	2 - 00	5 - 00	OK	215 220 270 235		Passes 7 daytests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC Office
O O Kelley
O H MacVicar

.....
Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Cre #61

Date reported ....11/15/22.... County Douglas....

Source ....Beaver plant.... Job ....Canyonville-Galesville....

.... Date sampled ....

Quantity represented ....175.... bbls. Brand Beaver....

To be used ...concrete pavement.... Sampled by ...L. P. Baker....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13552	175	G N 211688	XXXXX				265		Passes 7 day tests
H. D.			16.4	2 - 10	4 - 50	OK	280 270		
							252		
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									

Cc U S Bureau of Public Roads 2
Office
S C Kelley
C E MacVicar

.....
Testing Engineer.

Form 108-A.

Oregon State Highway Commission

P A Ore 461 Report of Compression Test

Date reported 11/15/22 Lab. No.....

Source ..... Field No.....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	13540	13559	13620
Cylinder #	67	68	66
Date cast	10/12/22	10/13/22	10/5/22
Date broken	11/9/22	11/10/22	11/15/22
Age days	28	28	10
Station	463 plus 65	473 plus 90	164 plus 95
Slump	1	1	2
Break lbs per sq in.	3540	4340	1230

cc U S Bureau of Public Roads 2
Office
C O Kelly
O L MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 961

Date reported ....11/15/32.....

Source .....Beaver plant.....

.....

Quantity represented .....173..... bbls.

To be used ...concrete pavement.....

County Douglas.....

Job .....Canyonville-Galesville.....

Date sampled .....

Brand Beaver.....

Sampled by ...L. E. Baker.....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15852 H. D.	173	G H 211686	XXXXX 16.4	2 - 10	4 - 50	OK	265 230 270 255		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc: U S Bureau of Public Roads 2
Office
G G Kelley
G E MacVicar

.....
Testing Engineer.

Form 108-A.

Oregon State Highway Commission

P A Ore 461 Report of Compression Test

Date reported 11/15/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13540	13570	13620
Cylinder #	67	6	86
Date cast	10/12/22	10/18/22	22/5/22
Date broken	11/9/22	11/10/22	11/15/22
Age days	28	28	10
Station	462 plus 65	473 plus 90	164 plus 95
Slump	1	1	2
Break lbs per sq in.	3560	4240	1258

cc U S Bureau of Public Roads 2
Office ✓
G G Kelley
G E MacVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/14/22 Lab. No.

Source Field No.

County Douglas

Job Canyonville-Galesville

Quantity represented

To be used concrete pavement Sampled by

CORRECTED COPY

Lab#	13542	13535
Cylinder#	66	72
Date cast	10/11/22	10/17/22
Date broken	11/8/22	11/14/22
Age days	28	28
Station	455 plus 00	512 plus 85
Slump	4	1½
Break lbs per sq in.	4420	3396

cc U S Bureau of Public Roads 2
Office
R C Kelley
G A MacVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 861 Report of Compression Test

Date reported 11/14/22 Lab. No.....

Source ..... Field No.....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab/	15542	15610
Cylinder #	66	74
Date cast	10/11/22	10/19/22
Date broken	11/8/22	11/16/22
Age days	28	28
Station	455 plus 00	503 plus 25
Slump	4	1
Break lbs per sq in.	4430	3596

cc U S Bureau of Public Roads 2
Office
C C Kelley
C L MacVicar

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

P A Ore #61 Report of Compression Test

Date reported 11/14/22 Lab. No.

Source Field No.

County Douglas

Job Canyonville-Galesville

Quantity represented

To be used concrete pavement Sampled by

Lab#	13542	13610
Cylinder #	66	74
Date cast	10/11/22	10/19/22
Date broken	11/8/22	11/26/22
Age days	28	38
Station	455 plus 00	533 plus 25
Slump	2	1
Break lbs per sq in.	4420	5394

cc U S Bureau of Public Roads 2
Office
C C Kelley
G L MacVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 11/14/22 Lab. No.

Source Field No.

County Douglas

Job Canyonville-Galesville

Quantity represented Sampled by

To be used concrete pavement

CORRECTED COPY

Lab#	13542	13585
Cylinder#	55	72
Date cast	10/11/22	10/17/22
Date broken	11/8/22	11/14/22
Age days	28	28
Station	455 plus 00	512 plus 85
Slump	4	1½
Break lbs per sq in.	4420	3396

CC U S Bureau of Public Roads 2
Office
K C Kelley
G A MacVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 861 Report of Compression Test

Date reported 11/15/22

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No. .....

Field No. .....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Lab#	15609	15608	15562
Cylinder #	85	84	71
Date cast	11/4/22	11/3/22	10/16/22
Date broken	11/15/22	11/15/22	11/15/22
Age days	9	10	28
Station	158 plus 60	156 plus 20	501 plus 55
Slump	1½	1½	3
Break lbs per sq in.	1415	1154	2830

Lab#15561

Date cast 10/15/22

Date broken 11/15/22

Cylinder #70

Age 29 days

Station 492 plus 00

Slump 1½

Break lbs per sq in 1132

cc U S Bureau of Public Roads 2
Office
C G Kelley
S E McVicar

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/13/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	15609	15608	15562
Cylinder #	85	84	71
Date cast	11/4/22	11/3/22	10/16/22
Date broken	11/13/22	11/13/22	11/13/22
Age days	9	10	28
Station	158 plus 60	156 plus 20	801 plus 55
Slump	1¼	1¼	2
Break lbs per sq in.	1415	1132	2830

Lab#15561

Date cast 10/15/22

Date broken 11/13/22

Cylinder #70

Age 29 days

Station 492 plus 00

Slump 1¼

Break lbs per sq in 1132

cc U S Bureau of Public Roads 2
Office
C C Kelley
H K MacVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 176

Report of Compression Test

Date reported 11/13/22

Lab. No. 12460

Source .....

Field No. .....

.....

County Douglas

Quantity represented .....

Job Canyonville-Galesville

To be used concrete pavement

Sampled by .....

Cylinder #64

Date cast 10/9/22

Date broken 11/6/22

Age 28 days

Station 442 plus 50

Slump 1"

Break lbs per sq in 4230

cc U S Bureau of Public Roads 2
Office
C C Kelley
C E MacVicar

.....
Testing Engineer.

Form 108-B—19140.

Oregon State Highway Commission

Report of Cement Tests

Date reported 11/13/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 520 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13532 H. D.	251	U P 42002	17.0	2 - 05	4 - 30	OK	195 160 150 168		7 day tests fail. Hold for retest.
Lab. No. 13533 H. D.	269	HTC 07185	17.3	2 - 00	5 - 00	OK	215 220 270 235		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC Office
G G Kelley
G E MacVicar

L P Baker

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 11, 1932

Week from Nov. 6 to Nov. 11

Job Name Curb and Fill

Mail Address Coquille Ore.

Telegraph or Telephone Address Do.

Highway Pacific

Express and Freight Address

County Douglas Job Prefix 10 P.B.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Forces on this project the
same as last week. Have
been working on the
Curb and Fill on the East
side of Coos River
and on the West side
from Myrtle Point to
Two Mile Creek.
Have been using
Truck and Team
on this work.
Have started on
the Concrete Bridge
over the A.C. Ditch at
the Myrtle Point end
of the Bridge. Have
finished the Forms
for the Abutments
East Pier and
Wing Walls on
the East side
and will start
Pouring Concrete
in the Abutments
Tuesday morning.

Signed Geo. E. Machan

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

..... *teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ..... 1 1 -

Miles paving completed ..... 6 -

Average daily sq. yds. this week 810

Miles shoulders completed both sides 30

Contractor's average force for week ..... 60 .....*men,*

..... 1 ..... *teams,* ..... 1 - ..... *trucks*

Percentage of total required yardage now in place 78%

Job will be completed about ..... 8-5-31 - 22 -

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* ..... C C

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

November 9, 1928.

Mr. George E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

Dear Sir:

We note your letter of October 22nd regarding the regulation of traffic on the Canyonville-Galesville Section.

Based on your recommendation that there will be little additional interference with traffic, it will be alright to allow the contractor to work 8½ hours per day.

It will also be alright to regulate the night traffic by block system if it is thought that this is a more effective way to handle it.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:IK

...AND ASSISTANT ENGINEER

REFERRED
BY H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canyonville, Ore. Oct. 22, 1922.

RECEIVED
OCT 24 1922
STATE HIGHWAY COMMISSION

Mr. C.C.Kelley,
Assistant Engineer,
Salem, Ore.

Dear Sir;

I have your letter of the 20th. regarding traffic regulations on the Canyonville- Galesville Section. We will arrange to carry out your instructions as near as possible. I am a little afraid that the night traffic will have to be handled in a similiar manner to the day traffic, and run on a block, instead of open hours as you suggest; this is made necessary on account of our hauling operations, which will necessarily be on a twenty-four hour basis. Owing to the narrow road trucking will be done on a block, and it will mean that traffic will have to cut in on the same block as trucks at night, this however will not mean a very long delay, as trucks make the round trip in two hours to the upper section.

If at all possible I think that the contractor should be allowed to continue to work eight and one half hours, as with present progress it will rush us to finish this season, and as the half hour extra is taken in the morning, it does not delay travel, very seldom cars arrive before nine or ten O'clock, unless they are on time to pass.

Yours very truly,
Geo. E. Mackie

Form 101-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/8/22

Source

Quantity represented

To be used concrete pavement

Lab. No.

Field No.

County Douglas

Job Canyonville-Ca nville

Sampled by

Lab#	13470	13467	13465	13466
Cylinder #	62	65	61	65
Date cast	10/7/22	10/6/22	10/5/22	10/10/22
Date broken	11/4/22	11/4/22	11/8/22	11/7/22
Age days	28	27	3	28
Station	424 plus 70	432 plus 45	131 plus 90	444 plus 80
Slump	2	2	2	2
Break lbs per sq in.	4620	5560	848	3857

CC U S Bureau of Public Roads 2
Office
C O Kelly
G E MacVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11/8/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Glendale

To be used concrete pavement Sampled by

Lab#	13470	13467	13465	13466
Cylinder #	62	65	61	68
Date cast	10/7/22	10/8/22	10/30/22	10/10/22
Date broken	11/4/22	11/4/22	11/8/22	11/7/22
Age days	28	27	9	28
Station	424 plus 70	432 plus 45	131 plus 90	444 plus 80
Slump	2	2	2	2
Break lbs per sq in.	4620	5560	940	3557

CC U S Bureau of Public Roads 2
Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 11.6.22 Lab. No.....

Source ..... Field No.....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	13543	13544
Cylinder #	80	79
Date cast	10/29/22	10/28/22
Date broken	11/5/22	11/6/22
Age days	8	9
Station	125 plus 40	118 plus 66
Slump	3	1¼
Break lbs per sq in.	840	840

cc U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

.....
Testing Engineer.

PR 61

November 6th 1938.

Mr. S. E. MacVicar, Resident Engineer

Canyonville, Oregon.

R D 8905

Dear Sir:

According to the samples that Mr. Moore brought in this morning I recommend mixing the materials as they come from the pit in the proportion of one scraper of the fine to four scrapers of the coarse. The reason for such a high proportion of the coarse material is that it contains approximately 47% gravel, which must be screened out. By mixing in the above proportions the sands (that passing a 4-mesh screen) will be in the ratio of 1 part fine to 2 parts coarse sand.

The screen analyses are:

	Fine	Coarse	Mixture
On 4	0.0	0.0	0.0
8	.3	23.4	17.7
14	11.0	54.6	41.4
28	32.8	71.4	55.2
48	94.1	86.6	89.3
100	99.0	97.7	98.5
Pass 100	1.0	2.3	1.7
Percentage gravel	7.0	47.0	0.0

I suggest that you keep a pretty good line on these materials as the percentage of gravel will, no doubt, change frequently in the fine as well as the coarse sand. While the coarse sand, after the gravel is screened out, might be used alone, I believe we should not use more fine sand than will give a mixture of 1/3 fine and 2/3 coarse.

Yours very truly,

Kenneth E. Hall
Testing Engineer

KEH/PIS
CC U S Bureau of Public Roads
C S Kelley

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 11/6/22 County Douglas

Source Beaver plant car samples Job Canyonville-Galesville

Date sampled

Quantity represented 578 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 18851 H. D.	289	S P 25417	18.1	1 - 10	5 - 00	OK	260 235 280 235		Passes 7 day tests
Lab. No. 18863 H. D.	289	S P 25364	17.9	2 - 00	5 - 30	OK	310 315 295 307		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
G K McVicar
CC K

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore #61

Report of Compression Test

Date reported 11.6.22

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No.....

Field No.....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Lab#	13543	13544
Cylinder #	90	79
Date cast	10/29/22	10/30/22
Date broken	11/5/22	11/6/22
Age days	8	7
Station	125 plus 40	116 plus 68
Slump	2	1½
Break lbs per sq in.	648	648

cc U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

.....
Testing Engineer.

Form 108-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 661

Date reported 11/6/22

Source Beaver plant car samples

Quantity represented 576 bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Galesville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15851 H. D.	289	S P 25417	18.1	1 - 10	5 - 00	OK	280 295 280 285		passes 7 day tests
Lab. No. 15853 H. D.	289	S P 25364	17.9	2 - 00	5 - 30	OK	310 315 295 307		passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C E Meriam
CC K

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 4, 1922

Job Name Canyonville - Galesville

Week from Oct. 28 to Nov. 4

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 16 PE

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The record rain of Tuesday between Sta. 115 and 185 will be completed on Nov. 7th. Progress has been very slow the past week, due to rain, and the difficulty of getting material to work. Ten full sections panels remain to be poured at concrete bridge at Sta. 240. We will then start on last strip from Sta. 302 to 585. To complete job we have 30,000 Sq. yds. to be poured. Weather - rain mostly

Signed Geo. E. Maddicar

Title Res. Eng'r.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11-
Miles completed 2.5
Miles completed except finishing 8.6
Miles covered by contractor's forces 11-
Miles cross-sectioned 11-
Miles cross-sections completed and checked
Miles to be remeasured 9
Number men in Engineering Party 4
Contractor's average force for week 10 men,
1 teams, steam shovels
Grading work will be completed about Dec. 31

ROCK OR GRAVEL SURFACING

Total miles surfacing on project
Miles completed
Miles partially done
Average daily yardage placed this week
Average daily yardage necessary to complete on time
Contractor's average force for week men,
teams, trucks
Percentage of total required yardage now in place
Surfacing will be completed about
Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed
Miles of preliminary staked
Miles of location staked
Per cent of field work complete
Per cent of office work complete
Number of days worked on this project
Number of men in party
Salary expense this week
All other expense this week
Previous total expenditure this survey
Total expenditure including this week
Survey will be completed about
Completed survey will cost about
Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11-
Miles paving completed 9.2
Average daily sq. yds. this week 735
Miles shoulders completed both sides 2.5
Contractor's average force for week 60 men,
1 teams, 16 trucks
Percentage of total required yardage now in place 74%
Job will be completed about Dec. 31-22
Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100
Other jobs Percentage
Other jobs Percentage
Other jobs Percentage

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression test

Date reported 11.4/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13414	13416	13415
Cylinder #	60	87	56
Date cast	10/4/22	9/30/22	10/2/22
Date broken	11/1/22	10/28/22	10/30/22
Age days	28	28	28
Station	404 plus 80	373 plus 15	382 plus 35
Slump	2	1	1½
Break lbs per sq in.	4420	5390	5000

CC U S Bureau of Public Roads 2
[illegible] C O Kelley
Office
O E MacVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression test

Date reported 11.4/22 Lab. No.

Source Field No.

County Douglas

Job Canyonville-Galesville

Quantity represented Sampled by

To be used concrete pavement

Lab#	13414	13416	13415
Cylinder #	67	87	88
Date cast	10/4/22	9/30/22	10/2/22
Date broken	11/1/22	10/28/22	10/30/22
Age days	28	28	28
Station	404 plus 80	273 plus 15	382 plus 35
Slump	2	1	1½
Break lbs per sq in.	4420	5390	5030

30 U S Bureau of Public Roads 2
KXXXXXXXXXX G C Kelley
Office
G K MacVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore #61

Report of Compression Test

Date reported 11.3.22 Lab. No. 13446

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Glendale

To be used concrete pavement Sampled by .....

Cylinder #61

Date cast 10/6/22

Date broken 11/3/22

Age 28 days

Station 415 plus 06

Slump 3"

Break lbs per sq in 3857

cc U Bureau of Public Roads 2
Office
K B Hodgman
J [illegible]
S A Moffitt

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore #61

Report of Compression Test

Date reported 11.5.22 Lab. No. 15446

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #61

Date cast 10/6/22

Date broken 11/3/22

Age 28 days

Station 415 plus 05

Slump 2"

Break lbs per sq in 3857

CC U Bureau of Public Roads 2
Office
C. Kellogg
J H Nicholson
O E Metzler

.....
Testing Engineer.

POSTAL TELEGRAPH – COMMERCIAL CABLES

CLASS OF SERVICE DESIRED

FAST DAY TELEGRAM	
NIGHT TELEGRAM	
NIGHT LETTERGRAM	

THE SENDER MUST MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY TELEGRAM.

TELEGRAM

[redacted] COMPANY INCORPORATED

[redacted] TERMS AND CONDITIONS PRINTED ON THE BACK OF THIS BLANK

RECEIVER'S NUMBER

CHECK

TIME FILED

Form 2

SEND the following Telegram, subject to the terms on back hereof, which are hereby agreed to.

PR 6

NOVEMBER 1, 1922

GEO. MACVICAR,
RESIDENT ENGINEER,
CANYONVILLE, OREGON.

RAILROAD COMPANY COMPLAINING THAT CEMENT CARS ARE NOT BEING PROMPTLY UNLOADED AND RELEASED RIDDLE STOP CARS ARE VERY SHORT AND THIS IS BEING USED AS EXCUSE FOR NONDELIVERY OF CARS AT MILL INSIST THAT MOORE UNLOAD AS FAST AS DELIVERED

[redacted]

DAY LETTER.

"PLEASE ... TO SECRETARY FOR FILING

CC U S Bureau of Public Roads
Office
[redacted]
C H Moffitt

CC Kelly

Testing Engineer.

Form 101-A.

Oregon State Highway Commission

F A Ore 168 Report of Compression Test

Date reported 10/31/22 Lab. No. 13451

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #80

Date cast 10/3/22

Date broken 10/31/22

Age 28 days

Station 386 plus 00

Slump 1½"

Break lbs per sq in 3188

cc U S Bureau of Public Roads 2
Office
[redacted]
C S Engineer

L C Kelley

.....
Testing Engineer.

Form 103-A.

3

Oregon State Highway Commission

W A Ore #68 Report of Compression Test

Date reported 10/31/22 Lab. No. 13451

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Cylinder #89

Date cast 10/3/22

Date broken 10/31/22

Age 28 days

Station 896 plus 00

Slump 4½"

Break lbs per sq in 5185

CC U S Bureau of Public Roads 2
Office
K E Hodgman
G E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

Date reported ..... 10/20/22 .....

Source ..... From Gold Hill on job .....

.....

Quantity represented ..... bbls.

To be used ..... concrete pavement .....

County Douglas .....

Job ..... Canyonville-Galesville .....

Date sampled ... 10/20/22 .....

Brand ..... Beaver .....

Sampled by ... G E MacVicar .....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15369 H. D.			18.6	30 mins	6 hours	OK	200 210 205 207		Fails on setting time
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc Office
K E Hoffman
G E MacVicar

.....
Testing Engineer.

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
NOV 1 1922
HIGHWAY COMMISSION

Date ....., 1922

Job Name Canyonville - Riddle — Week from Oct. 21 to Oct 25

Mail Address Canyonville Ore

Highway Pacific — Telegraph or Telephone Address Ro.

County Douglas — Job Prefix F. P. — Express and Freight Address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Single Stp pavement E Canyonville
Was Completed Oct. 24th. Paving was
Commenced on Single Stp at sta.
115 On Oct. 28. Owing to the
difficulty of astr. material on work,
on account of one way road and
the necessity of maintaining traffic at
same time, progress is very slow. Upper
section of single Stp pavement will be
completed about Nov. 5th.
Weather - mostly rain.

(See back of this sheet for instructions and detailed information.)

Signed Geo E Nathan

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11±

Miles completed 2.0

Miles completed except finishing 11±

Miles covered by contractor's forces 11±

Miles cross-sectioned 11±

Miles cross-sections completed and checked

Miles to be remeasured 11±

Number men in Engineering Party 5

Contractor's average force for week 10 men,

2 teams, steam shovels

Grading work will be completed about Dec. 31

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11±

Miles paving completed 7 3

Average daily sq. yds. this week 400

Miles shoulders completed both sides ✓

Contractor's average force for week 80 men,

✓ teams, 12 trucks

Percentage of total required yardage now in place 71%

Job will be completed about Dec. 31-22

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 PB Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form 108-A.

Oregon State Highway Commission

F A Ore #61

Report of Compression Test

Date reported 10/28/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12445	12350
Cylinder #	76	84
Date cast	10/21/22	9/27/22
Date broken	10/28/22	10/25/22
Age days	7	28
Station	861 plus 75	547 plus 38
Slump	2"	1½"
Break lbs per sq in.	1627	5100

cc U S Bureau of Public Roads 2
Office ✓
K E Hodgman
O A MacVicar

Testing Engineer.

October 27th, 1922.

Bureau of Public Roads,
Portland, Oregon.

PR 61

Gentlemen:

Herewith we are enclosing four copies of voucher on the Canyonville-Galesville Section, Oregon Project No. 61 in the amount of $ 38,236.82 .

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer .

Dic by J. W. DeSouza.

AP

Encl

Form 103-A.

10a-1

Oregon State Highway Commission

Report of Compression Test

Date reported 10/27/22 Lab. No. 13433

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Calesville

To be used concrete pavement Sampled by .....

Cylinder #75

Date cast 10/20/22

Date broken 10/27/22

Age 7 days

Station 543 plus 96

Slump 2"

Break lbs per sq in707

CC Office
K E Hodgman
G E MacVicar

..... Testing Engineer.

Form 103-B—10140.

Oregon State Highway Commission

F A Ore 475

Report of Cement Tests

Date reported 11/8/22

Source Beaver plant

Quantity represented 578 bbls.

To be used concrete pavement

County Douglas 10-20 K

Job bin samples Canyonville-Coldsville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15478 H. D.	289	O S L 19584	18.3	1 - 05	5 - 00	OK	305 200 190 200		Passes 7 day tests
Lab. No. 15500 H. D.	289	S P 25784	18.0	2 - 20	5 - 50	OK	200 295 225 207		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC Office
U S Bureau of Public Roads 2
C C Kelley
G E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #73

Date reported 11/8/22 County Douglas 10-DK

Source Beaver plant Job bin samples Canyonville-Galesville

Date sampled

Quantity represented 578 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15476 H. D.	289	O S L 19384	18.3	1 - 05	5 - 00	OK	205 200 190 200		Passes 7 day tests
Lab. No. 15500 H. D.	289	S P 28784	18.0	2 - 20	5 - 30	OK	200 295 225 207		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC Office
U S Bureau of Public Roads 2
C O Kelley
G E MacVicar

Testing Engineer.

Form 102-B—19146.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 473

Date reported 11/6/28 — County Douglas

Source from Beaver plant — Job Canyonville-Galesville 102 K

Date sampled

Quantity represented ..... bbls. — Brand Beaver

To be used concrete pavement — Sampled by G A MacVicar

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15462 H. D. 8908		S P 66309	21.5	2 - 20	5 - 00	OK	250 225 220 225		
Lab. No. 15463 H. D. 8909		S P 66040	21.5	30 mins	4 - 30	OK	270 265 230 255		
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
G C Kelley
G A MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

F A Ore 475 — Report of Cement Tests

Date reported 11/6/22 — County Douglas

Source from Beaver plant — Job Canyonville-Galesville 10 DK

Date sampled

Quantity represented ..... bbls. — Brand Beaver

To be used concrete pavement — Sampled by G E MacVicar

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15462 H. D. 5902		S P 86309	21.5	2 - 20	5 - 00	OK	230 225 220 225		
Lab. No. 15462 H. D. 5903		S P 86040	21.5	50 mins	4 - 30	OK	270 245 230 255		
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

~~B & Co 473~~ Report of Compression Test

Date reported 10/20/22 Lab. No. ~~1282~~

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Calewville

To be used concrete pavement Sampled by .....

OR 61

Lab#	13335	13336
Cylinder #	67	68
Date cast	10/12/22	10/13/22
Date broken	10/20/22	10/20/22
age days	8	7
Station	463 plus 65	473 plus 90
Slump	1	1
Break lbs per sq in.	2122	2122

cc U S Bureau of Public Roads 2
Office
K E Hodgman
D A Butler

Testing Engineer.

Form 102-A.

Oregon State Highway Commission

F A Ore 161

Report of Compression Test

Date reported 10/27/22

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No.....

Field No.....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Lab#	13563	13452
Cylinder #	56	74
Date cast	9/29/22	10/19/22
Date broken	10/27/22	10/27/22
Age days	28	8
Station	265 plus 30	535 plus 25
Slump	2½	1
Break lbs per sq in.	3285	1980

cc U S Bureau of Public Roads 2
Office
K E Hodgman
G E MacVicar

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 10/26/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13349	13384	13362	13414
Cylinder #	58	52	56	71
Date cast	9/26/22	9/25/22	9/26/22	10/16/22
Date broken	10/24/22	10/23/22	10/24/22	10/26/22
Age days	28	28	28	10
Station	541 plus 50	333 plus 10	355 plus 85	801 plus 55
Slump	2	1½	2	2
Break lbs per sq in.	4080	4670	3537	1698

Lab#13417

Cylinder #73

Date cast 10/18/22

Date broken 10/26/22

Age 8 days

Station 521 plus 90

Slump 1¾"

Break lbs per sq in 1274

CC U S Bureau of Public Roads 2
Office
K E Hodgman
G E MacVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Rte #61 Report of Compression Test

Date reported 10/25/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12399	12398	12278
Cylinder #	72	50	49
Date cast	10/17/22	~~10/21/22~~ 9/22/22	9/21/22
Date broken	10/25/22	10/25/22	10/19/22
Age days	8	33	28
Station	312 plus 85	315 plus 70	306 plus 40
Slump	1½	1	1
Break lbs per sq in.	1557	4900	4900

cc U S Bureau of Public Roads 2
Office
K E Bodgman
G E Mattoon

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

Report of Compression Test

Date reported 10/25/22 Lab. No. 15361

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #70

Date cast 10/15/22

Date broken 10/22/22

Age 8 days

Station 492 plus 00

Slump 1½"

Break lbs per sq in 567

cc Office
K E Hodgman
G E McVicar

.....
Testing Engineer.

Form No. 39.

Pr 6' /

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 21, 1922

Job Name Canyonville-Galesville

Week from Oct 16 to Oct. 21

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address

County Douglas Job Prefix No P.B.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Pavement of first strip will be at Canyonville Monday night. Mixer will move back to Sta. 115 and close gap from 115 to 185. This will figure one week to complete. Progress good.

Weather - Mostly Cloudy.

RECEIVED
OCT 25 1922
STATE HIGHWAY COMMISSION

Signed Geo. E. Maddux

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11 ±

Miles completed 1.5

Miles completed except finishing 11 ±

Miles covered by contractor's forces 11 ±

Miles cross-sectioned 11 ±

Miles cross-sections completed and checked

Miles to be remeasured 11 ±

Number men in Engineering Party 5

Contractor's average force for week 10 men,

3 teams, steam shovels

Grading work will be completed about Dec. 31-32

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 ±

Miles paving completed 7 5

Average daily sq. yds. this week 1066

Miles shoulders completed both sides 1 ½

Contractor's average force for week 60 men,

2 teams, 12 trucks

Percentage of total required yardage now in place 69 %

Job will be completed about Dec. 31 - 1932

Number men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

PRL/

October 21st, 1922.

Mr. George E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

Dear Sir:

Your letter of October 18th regarding the covering of pavement is noted. It is thought necessary to continue covering operations and to pay particular attention to this feature from now on, and to use all precautions necessary to protect the concrete from the action of frost.

Very truly yours,

HERBERT HUNT

By

Assistant Engineer.

BOX 10

HERBERT NUNN
STATE HIGHWAY ENGINEER

ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canyonville, Ore. Oct. 18, 1922.

RECEIVED
OCT 20 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. C.C.Kelley,
Asst. Engr.
Salem, Ore.

Dear Sir;

Contractor Moceri has brought up the question of covering pavement; he is of the opinion that the pavement does not require covering from now on. I have advised him that there will be no releif from the covering, if the covering is not required for curing, it will be required for protection against frost, and if anything, that we might require a heavier covering later on, than we are putting on at present time. Will you please advise if I am wrong in this matter, as I do not want to work any unnecessary hardships on Moceri.

Yours very truly,

Geo. E. MacVicar.

Geo. E. MacVicar.
Resident Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 10/21/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13261	13294	13348
Cylinder #	48	51	69
Date cast	9/20/22	9/25/22	10/14/22
Date broken	10/18/22	10/21/22	10/21/22
Age days	28	28	7
Station	300 plus 70	326 plus 65	466 plus 25
Slump	1¼	1½	1
Break lbs per sq in.	4690	3557	2122

CC U S Bureau of Public Roads 2
Office
K I Hodgman
G A DeVlieg

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 161 Report of [redacted] compression test

Date reported 10/19/22 Lab. No. 13244

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Calesville

To be used concretepavement Sampled by .....

Cylinder # 46

Date cast 9/18/22

Date broken 10/16/22

Age 28 days

Station 336 plus 40

Slump 1"

Break lbs per sq in 4500

CC U S Bureau of Public Roads 2
Office
K S Hodgson
G B McVicar

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 10/18/22 Lab. No. 15296

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #66

Date cast 10/11/22

Date broken 10.18/22

Age 7 days

Station 453 plus 00

Slump ¾"

Break lbs per sq in 2406

cc U S Bureau of Public Roads 2
Office
K V Hodgman
C E McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 10/17/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13260	13279
Cylinder #	47	65
Date cast	9/19/22	10/10/22
Date broken	10/17/22	10/17/22
Age days	28	7
Station	293 plus 25	448 plus 80
Slump	1	2
Break lbs per sq in.	3537	2192

CC U S Bureau of Public Roads 2
Office
K L Hodgman
G L McVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 10/16/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13258	13256	13257	13259
Cylinder #	64	63	62	60
Date cast	10/9/22	10/6/22	10/7/22	10/4/22
Date broken	10/16/22	10/16/22	10/16/22	10/16/22
Age days	7	10	9	12
Station	442 plus 50	432 plus 45	424 plus 70	404 plus 50
Slump	1	2	2	2
Break lbs per sq in	2192	3113	2936	3547

CC: U S Bureau of Public Roads 2
Office
K E Hoogman
G E McVicar

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

P-61

RECEIVED
OCT 18 1922
OREGON

Date Oct. 14, 1922.

Job Name Canyonville - [illegible]

Week from Oct 9 to Oct. 14

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10 PB

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Progress during past week has been fairly good, if present rate of progress is kept up we will reach Canyonville with half width pavement Oct. 24th. We will then move back to Sta 115 and put in second half of pavement from Sta. 115 to 185, this will require about 8 days to complete. Traffic for the past week has been very heavy, averaging about 350 cars a day.

(See back of this sheet for instructions and detailed information.)

Signed Geo. E. MacLean

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11½

Miles completed 0

Miles completed except finishing 10

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked ✓

Miles to be remeasured 11

Number men in Engineering Party 7

Contractor's average force for week 10 men,

3 teams, ✓ steam shovels

Grading work will be completed about Dec 31 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11½

Miles paving completed 6 27

Average daily sq. yds. this week 965

Miles shoulders completed both sides ✓

Contractor's average force for week 77 men,

3 teams, 12 trucks

Percentage of total required yardage now in place 66⅔

Job will be completed about Dec. 31 - 22

Number men in Engineering Party 7

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form 101-A.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 10/13/22 Lab. No. 1[illegible]

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used Concrete pavement Sampled by .....

Cylinder 961

Date cast 10/6/22

Date broken 10/13/22

Age 7 days

Station 415 plus 05

Slump "2"

Break lbs per sq in 2688

Cc U S Bureau of Public Roads 2
Office
K S Hodgman
O S [illegible]

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 10/11/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Riddle

To be used concrete pavement Sampled by

Lab.	13142	13092	13213
Cylinder	42	30	57
Date cast	9/13/22	9/9/22	10/3/22
Date broken	10/11/22	10/7/22	10/11/22
Age days	28	28	8
Station	282 plus 85	235 plus 90	396 plus 60
Slump	1½	1½	1½
Break lbs per sq in.	3857	4370	1415

CC U S Bureau of Public Roads 2
Office
K A Rodgers
O K McVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

P A Ore 161 Report of Compression Test

Date reported 10/10/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	15135	15155	15198
Cylinder #	40	41	58
Date cast	9/11/22	9/12/22	10/2/22
Date broken	10/9/22	10/10/22	10/10/22
Age days	28	28	8
Station	251 plus 65	253 plus 10	282 plus 55
Slump	1	1¼	1½
Break lbs per sq in.	3527	3527	2080

cc U S Bureau of Public Roads 2
Office
K E H Gorman
G E DeVlieg

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR 61

Date Oct. 7, 1922

Job Name Grants Pass—

Week from Oct. 2 to Oct. 7

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10 P.E.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Finished Tarvia treatment at Sta. 430 + 55. One car lost during week on account of rain. Work progressing in fair with Canyonville with concrete strip pavement on Oct 24th.

RECEIVED
OCT 13 1922
OREGON
STATE HIGHWAY

Weather - rain to thurs. - cloudy & unsettled Fri & Sat. - fair

K.E.H.

Signed G.E. MacVicar

Title Div. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11½

Miles paving completed 6.5

Average daily sq. yds. this week 965

Miles shoulders completed both sides ✓

Contractor's average force for week 17 men,

3 teams, 1½ trucks

Percentage of total required yardage now in place 55%

Job will be completed about Dec. 31 '32

Number men in Engineering Party 7

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form 108-A.

Oregon State Highway Commission

F A Ore 761 Report of Compression Test

Date reported 10/7/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13154	13155
Cylinder #	57	54
Date cast	9/30/22	9/29/22
Date broken	10/7/22	10/7/22
Age days	7	8
Station	378 plus 15	363 plus 30
Slump	1	2½
Break lbs per sq in	2535	1344

cc U S Bureau of Public Roads 2
Office
K E Rodgman
G E Nellor

Testing Engineer.

Form 102-A.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 10/8/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13025	13090	13145
Cylinder #	38	28	86
Date cast	9/8/22	10/2/22 9/8/22	9/25/22
Date broken	10/5/22	10/6/22	10/6/22
Age days	27	28	8
Station	218 plus 86	225 plus 40	355 plus 05
Slump	1½	2	2
Break lbs per sq in.	4220	3467	2192

cc U S Bureau of Public Roads 2
Office
K E Hodgson
G A McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 10/8/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Colesville

To be used concrete pavement Sampled by

Lab†	13099	13154
Cylinder #	22A 37	85
Date cast	9/7/22	9/27/22
Date broken	10/5/22	10.5/22
Age days	28	8
Station	329 plus 60	347 plus 28
Slump	1½	1½
Break lbs per sq in.	3537	2406

CC U S Bureau of Public Roads 2
Office
K K Hodgman
G A McVicar

Testing Engineer.

BR
6 1 7

October 4, 1922.

The Bank of California, N. A.

Tacoma, Washington.

Attention Mr. Murray

Gentlemen:

The purpose of this letter is to advise you that to date the endorsement of the surety company has not been received on S. A. Mocori's assignment to your bank.

I am calling this matter to your attention inasmuch as the current estimate is now going through and it will be necessary to hold up the payment on the same until either the endorsement of the surety is secured, or you advise of your intentions in this matter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Surety assent not given - later instructions were to send warrants to the Bank direct payable to S. Mocori

BAK LC
cc. S. A. Mocori, Roseburg, Oregon.

P. S. The above has reference to the Canyonville-Galesville contract.

PR 6/

RAYMOND J. McMILLAN
ERNEST K. MURRAY
FIDELITY BUILDING
TACOMA, WASH

Sent by dict
with document
11-1-22
Post-
file

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS, That Samuel A. Moceri, of Tacoma, Washington, hereinafter designated the "First Party," in consideration of the sum of One Dollar ($1.00) and other valuable considerations, the receipt whereof is hereby acknowledged, does hereby sell, assign, transfer and set over unto The Bank of California, National Association, at Tacoma, Washington, hereinafter designated the "Second Party," all of his right, title and interest of, in and to the payments and proceeds which shall or may become due from the State of Oregon under or pursuant to that certain agreement between the first party hereto and the State Highway Commission of the State of Oregon, dated April 14th, 1922, numbered 310, providing for the pavement [illegible] of the Canyonville-Galesville section of the Pacific Highway in Douglas County, Oregon, and said first party hereby authorizes and empowers the said second party to act as agent for him and in his name, place and stead to certify any and all claims for payments or proceeds due or which shall become due under the contract so assigned, and to sign, receipt for and receive any warrant which may have been heretofore or shall hereafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon, in payment of any claims now due the first party or which shall hereafter become due the first party for payments or proceeds under said contract, and to endorse such warrants for payment by said Treasurer, and the first party hereby designates and appoints the said second party his agent and attorney in his name or otherwise to receive, collect and give acquittance for

RAYMOND J. McMILLAN
ERNEST K. MURRAY
FIDELITY BUILDING
TACOMA, WASH

any payments or proceeds which shall or may hereafter become due under said contract.

IN WITNESS WHEREOF the first party has executed these presents at Tacoma, Washington, this 18th day of September, 1922, in triplicate.

In the Presence Of:

S. A. Moceri L.S.

Raymond J. McMillan

Lottie L. Piety

STATE OF WASHINGTON)
) ss.
County of Pierce.)

I, Lottie L. Piety, a Notary Public in and for the State of Washington, do hereby certify that on this 18th day of September, 1922, personally appeared before me Samuel A. Moceri, to me known to be the individual described in and who executed the within instrument, and acknowledged that he executed the same as his free and voluntary act and deed, for the purposes therein mentioned.

Given under my hand and official seal this 18th day of September, 1922.

Lottie L. Piety

Notary Public in and for the State of Washington, residing at Tacoma.

Form 108-A.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 10/4/22 Lab. No. 13024

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Cylinder #36

Date cast 9/6/22

Date broken 10/4/22

Age 28 days

Station 321 plus 90

Slump 1"

Break lbs per sq in 3857

CC U S Bureau of Public Roads 2
Roseburg
J E Hodgman
O E McVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 10/3/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12977	13106	12975
Cylinder #	51	55	53
Date cast	8/30/22	9/26/22	9/2/22
Date broken	9/27/22	10/3/22	9/30/22
Age days	28	7	28
Station	197 plus 35	341 plus 50	306 plus 05
Slump	1½	2"	2"
Break lbs per sq in.	4480	1698	4150

cc U S Bureau of Public Roads 2
Office
K E Hodgman
G E McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 10/3/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	15006	15091
Cylinder #	34	52
Date cast	9/5/22	9/25/22
Date broken	10/2/22	10/2/22
Age days	29	7
Station	315 plus 20	333 plus 10
Slump	1	1½
Break lbs per sq in.	3596	2265

cc U S Bureau of Public Roads 2
Office
R E Hodgman
O E McVicar

Testing Engineer.

Form No. 39.

BR 61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date ....., 192..

Job Name .....

Week from ..... to .....

.....

Mail Address .....

Highway .....

Telegraph or Telephone Address .....

County ..... Job Prefix .....

Express and Freight Address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

RECEIVED
OCT 6 1922
OREGON

(See back of this sheet for instructions and detailed information.)

Signed .....

Title .....

Form 103-A.

GRADING CONSTRUCTION

Total miles of grading on project 11

Miles completed

Miles completed except finishing 9

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party

Contractor's average force for week men,

teams, steam shovels

Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 1

Miles paving completed 5 5

Average daily sq. yds. this week 935

Miles shoulders completed both sides

Contractor's average force for week 80 men,

3 teams, 15 trucks

Percentage of total required yardage now in place 58%

Job will be completed about Dec. 31

Number men in Engineering Party 7

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job Pt. Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form 108-A.

2
1082

Oregon State Highway Commission

Report of Compression Test

Date reported 9/30/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	15059	15060
Cylinder #	50	51
Date cast	9/23/22	9/23/22
Date broken	9/30/22	9/30/22
Age days	8	7
Station	315 plus 70	326 plus 65
Slump	1	1½
Break lbs per sq in.	3006	2265

cc U S Bureau of Public Roads 2
H B Hodgman
Office
O E McVicar

Testing Engineer.

Form 108-A.

PR 6m

Oregon State Highway Commission

Report of Compression Test

Date reported 9/29/22 **Lab. No.** 12979

Source ..... **Field No.** .....

..... **County** Douglas

Quantity represented ..... **Job** Canonville-Galesville

To be used concrete pavement **Sampled by** .....

Cylinder #40B

Date cast 8/31/22

Date broken 9/28/22

Age 28 days

Station 2478 plus 12

Slump 1¼"

Break lbs per sq in 2794

CC J C McLeod
Melville Jones

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/29/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab.	13015	12976	12931	12930
Cylinder #	49	52	29	28
Date cast	9/21/22	9/1/22	8/28/22	8/27/22
Date broken	9/28/22	9/29/22	9/25/22	9/25/22
Age days	7	28	28	28
Station	305 plus 40	200 plus 86	185 plus 75	176 plus 2[illegible]
Slump	1	1½	2½	2
Break lbs per sq in.	2720	3467	4460	5060

CC U S Bureau of Public Roads 2
Office
K E Rodgman
G E McVicar

Kenneth S Hall

Testing Engineer.

RR 1/

September 28, 1922

Mr. Geo. E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

Dear Sir:

Yours of September 24th received regarding the hauling over the pavement north of Canyonville.

Permission is granted for hauling limited loads at limited speed over the section referred to, this permission to be revoked at the first sign of impairment of pavement, which will be determined by frequent close inspection on your part.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canyonville, Ore. Sept. 24, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

RECEIVED
SEP 26 1922
OREGON
STATE HIGHWAY COMMISSION

Attention Mr. C.C.Kelly.

Dear Sir;

Replying to your letter of the 19th. relative to hauling on the Canyonville-Galesville Section. I have discussed this matter with Mr. Morrison, and have also made a close inspection of the pavement that has been used for hauling over, for the past two months.

The present detour which is now being used, is in very bad condition, and would require agreat deal of time and expense to put it into shape for further hauling, it would also mean some delay on work, as material would have to be taken from crusher for surfacing. I believe it to be a fact that the pavement that has been used for hauling over, is much smoother than it was before trucking started, and up to the present time I cannot find any signs of it having deteriorated.

The portion that Mr. Morrison is now asking for permission to haul over is one half mile in length, and lies north of that portion that is now being used, it is on a very light grade, and the sub-grade seems to be good.

In order to keep things moving along smoothly, I would recommend that permission be given to Mr. Morrison to haul over this additional stretch, up until such time as it was found that pavement was giving away. It is my own opinion that this pavement can be used for hauling without doing any damage. In the event of permission being granted Mr. Morrision to use this pavement, I would arrange to keep a close watch for signs of damage, and would also check up closely on speeds operated.

Yours truly,

Geo. E. MacVicar

Geo. E. MacVicar.
Resident Engineer.

PRC 1

September 28, 1922

Mr. Geo. E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

Dear Sir:

Please note the attached letter from Mr. Hickle regarding the matter of holding up the traffic at Canyonville.

There is no objection to stopping traffic at the camp ground as suggested in Mr. Hickle's letter.

Yours truly,

HERBERT HUNN,
State Highway Engineer.

By

Assistant Engineer.

OCK:LM
1 Encl.

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 9/27/22 Lab. No. 15004

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder 648

Date cast 9/20/22

Date broken 9/27/22

Age 7 days

Station 500 plus 70

Slump 1¼"

Break lbs per sq in 2122

CC U S Bureau of Public Roads 2
Office
K A Hodgren
O H McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

P A Ore 461

Report of Compression Test

Date reported 9/26/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13006	12974
Cylinder #	47	30
Date cast	9/19/22	8/29/22
Date broken	9/26/22	9/26/22
Age days	7	28
Station	293 plus 25	192 plus 80
Slump	1	1½
Break lbs per sq in.	1698	3657

CCU 8 Bureau of Public Roads 2
Office
K E Hodgman
O E McVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/25/22 Lab. No. 12978

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #46

Date cast 9/18/22

Date broken 9/25/22

Age 7 days

Station 252 plus 40

Slump 1"

Break lbs per sq in 2406

CC U S Bureau of Public Roads 2
Office
K E H Agnew
G E McVicar

.....
Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

PR 6

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 23, 1932

Job Name Canyonville - Galesville

Week from Sept. 18 to Sept. 23

Mail Address Canyonville Ore.

Highway Pacific

Telegraph or Telephone Address Co.

County Douglas Job Prefix P.E.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

End of pavement at Sta. 330+76.

Double strip pavement was started at sta. 302+26. on Thursday Sept. 21st, traffic to held up for periods of four hours. Owing to break down at material plant the progress this week has been very slow.

K.E.H.

Weather- fair

RECEIVED
OCT 3 - 1932
OREGON
STATE HIGHWAY COMMISSION

OK

Signed Geo. E. Medlicar

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

THE OLDEST BANK IN SOUTHERN OREGON

GRADING CONSTRUCTION

Total miles of grading on project 11 1/2

Miles completed 0

Miles completed except finishing 9 0

Miles covered by contractor's forces 10 0

Miles cross-sectioned 11

Miles cross-sections completed and checked ✓

Miles to be remeasured 11

Number men in Engineering Party 7

Contractor's average force for week 21 *men,*

2 *teams,* *steam shovels*

Grading work will be completed about Nov. 30

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 1/2

Miles paving completed 5 0

Average daily sq. yds. this week 920

Miles shoulders completed both sides ✓

Contractor's average force for week 80 *men,*

6 *teams,* 15 *trucks*

Percentage of total required yardage now in place 46%

Job will be completed about Nov. 30 - 22

Number men in Engineering Party 7 1/2

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P 8 *Percentage* 100%

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

J. H. BOOTH, PRESIDENT
E. L. PARROTT, VICE PRESIDENT
H. H. STAPLETON, CASHIER
F. P. CLEMENS, ASST. CASHIER
HARRIE W. BOOTH, ASST. CASHIER

THE DOUGLAS NATIONAL BANK

ESTABLISHED 1883

ROSEBURG, OREGON.

P961

September 23, 1922

RECEIVED
SEP 25 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir :

I wish to thank you for your favor of the 2oth. advising of assignments made by Mr. Mocceri. Yesterday he made payment to us of the greater part of his indebtedness by check on the Tacoma bank, and has made satisfactory arrangment regarding the small remainder that we are carrying with him, so that we need bother you no further in this matter.

I remain,

Very truly,

J. H. Booth

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 9/23/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12952	12951	12955	12971
Cylinder #	45	44	48	27
Date cast	9/14/22	9/15/22	9/16/22	9/26/22
Date broken	9/23/22	9/23/22	9/23/22	9/23/22
Age days	9	8	7	28
Station	269 plus 00	278 plus 60	282 plus 25	165 plus 80
Slump	1/4	1	1 1/2	2
Break lbs per sq in	2900	2868	2971	3537

cc U S Bureau of Public Roads 2
Office
K E Hodgson
C E McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/22/22 Lab. No. 12872

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #26

Date cast 8/25/22

Date broken 9/22/22

Age 28 days

Station 155 plus 00

Slump 2"

Break lbs per sq in 3587

cc U S Bureau of Public Roads 2
Office ✓
K B Hodgman
D M Mellor

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 9/21/22 Lab. No.....

Source ..... Field No.....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	12934	12873
Cylinder#	42	25
Date cast	9/13/22	8/24/22
Date broken	9/21/22	9/21/22
Age days	8	28
Station	262 plus 35	144 plus 20
Slump	1½	1¼
Break lbs per sq in.	1617	3537

CC U S Bureau of Public Roads 2
Office
K E Hodgman
C E Weiner

Kenneth Shaad

Testing Engineer.

Form 102-A.

Oregon State Highway Commission

F A Ore #61

Report of Compression Test

Date reported 9/20/22 Lab. No.....

Source ..... Field No.....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	12870	12809	12885
Cylinder #	24	21	22
Date cast	8/25/22	8/20/22	8/21/ 22
Date broken	9/20/22	9/17/22	9/18/22
Age days	28	28	28
Station	Rt 135 plus 15	R 114 plus 65	Rt 120 plus 00
Slump	1½	2	1½
Break lbs per sq in.	3326	3637	3637

Lab#	12755	12810
Cylinder #	19	20
Date cast	8/18/22	
Date broken	9/15/22	9/18/22
Age days	28	28
Station	103 plus 00	109 plus 70
Slump	1¼	1
Break lbs per sq in.	4690	3500

CC U S Bureau of Public Roads 2
K E Hoffman
G R McVicar
Office

Testing Engineer.

PR 61

Personal

September 20, 1922

Mr. J. H. Booth,
c/o Douglas National Bank,
Roseburg, Oregon.

Dear Sir:

In response to your recent request for advice on assignment of the S. A. Mccori Canyonville contract, would say that we have received an assignment for all payments due on the Canyonville contract to the Bank of California N. A. Tacoma, Washington.

Very truly yours,

Secretary.

RAK:LM

PF
61

September 19, 1922

Mr. H. F. Morrison,
Canyonville, Oregon.

Dear Sir:

Your letter of September 12th regarding hauling operations on the Canyonville-Galesville Section, has been referred to Mr. MacVicar, Resident Engineer, for recommendation. Please talk this over with him on the ground.

Yours truly,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

cc. Geo. E. MacVicar, Resident Engineer, Canyonville, Oregon.

Form 108-A.

Oregon State Highway Commission

F A Ore 163

Report of Compression Test

Date reported 9/19/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used Concrete pavement Sampled by

Lab#	12839	12884
Cylinder #	41	23
Date cast	9/12/22	8/22/22
Date broken	9/19/22	9/19/22
Age days	7	28
Station	250 plus 10	127 plus 25
Slump	1¼	2
Break lbs per sqin	2405	3537

cc U S Bureau of Public Roads 2
K E Hodgman
G E McVicar
Office

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 18, 1922

Job Name Canyonville - Tiller

Week from Sept 11 to Sept 16

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Co.

County Douglas Job Prefix 10 PB

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

End of pavement now at Sta. 286+60.

Has cement contract progress has not been very good in last week. It was expected that Conn Bros. would be working during the good weather, but so far as have not had the material for more than two regular 8 hour days.

Weather - fair

K.E.H.

RECEIVED
SEP 20 1922
OREGON
STATE HIGHWAY COMMISSION

Signed Geo. Hughes

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11

Miles completed 0

Miles completed except finishing 5.5

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 0

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 16 *men,*

2 *teams,* *steam shovels*

Grading work will be completed about May 30

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11

Miles paving completed 4.8

Average daily sq. yds. this week 1220

Miles shoulders completed both sides

Contractor's average force for week 80 *men,*

3 *teams,* 15 *trucks*

Percentage of total required yardage now in place 41.8

Job will be completed about Nov 30 - 22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B *Percentage* 100

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/19/28 Lab. No. 13674

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #40

Date cast 9/11/28

Date broken 9/18/28

Age 7 days

Station 251 plus 65

Slump 1"

Break lbs per sq in 2830

CC U S Bureau of Public Roads 2
Office
K E Hodgman
O K Hoffman

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression test

Date reported 9/16/22 Lab. No. 12886

Source ..... Field No. .....

..... County Canyonville-Galesville

Quantity represented ..... Job Douglas

To be used concrete pavement Sampled by .....

Cylinder #89

Date cast 9/9/22

Date broken 9/16/22

Age days 7

Station 245 plus 90

Slump 1½"

Break lbs per sq in 2676

CC U S Bureau of Public Roads 2
Office
K E Hodgman
O E McVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/15/22 Lab. No. 12823

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #38

Date cast 9/8/22

Date broken 9/15/22

Age 7 days

Station 255 plus 40

Slump 2"

Break lbs per sq in 1945

cc: U S Bureau of Public Roads 2
Office
K E Hodgman
O E McVicar

Kenneth E Reed

.....

Testing Engineer.

Form 103-

Oregon State Highway Commission

F A Ore 461

Report of Compression Test

Date reported 9/14/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab.	12811	12757	12756
Cylinder	37	18	36
Date cast	9/7/22	8/17/22	9/7/22
Date broken	9/14/22	9/14/22	9/14/22
Age days	7	28	7
Station	229 plus 60	96 plus 05	229 plus 60
Slump	1½	1½	1
Break lbs per sq in.	2265	3113	2265

CC U S Bureau of Public Roads 2
Office
K K Rodgman
G A McVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Grs 461 Report of Compression Test

Date reported 9/13/22 Lab. No. 12731

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #17

Date cast 8/16/22

Date broken 9/13/22

Age 28 days

Station 90 plus 30

Slump 1"

Break lbs per sq in 3637

CC U S Bureau of Public Roads 2
K S Hodgman
O E McVicar
Office

.....
Testing Engineer.

Form 102-A.

Oregon State Highway Commission

F A Ore 141 Report of Compression Test

Date reported 9/12/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12707	12754	12869
Cylinder #	16	25	14
Date cast	8/15/22	9/5/22	8/11/22
Date broken	9/12/22	9/12/22	9/8/22
Age days	28	7	28
Station	83 plus 70	215 plus 65	72 plus 70
Slump	1½	1½	1
Break lbs per sq in.	3326	3157	3730

CC W S Bureau of Public Roads 2
K E Hodgman
G E Hafliger
Office

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 661

Report of Compression Test

Date reported 9/11/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12697	12759
Cylinder #	L5	24
Date cast	6/14/22	9/3/22
Date broken	9/11/22	9/11/22
Age days	88	8
Station	77 plus 70	213 plus 20
Slump	1"	1"
Break lbs per sq in.	5105	1557

CC U S Bureau of Public Roads 2
Office
K E Fedgeman
O S McVicar

H. M. Hall

Testing Engineer.

Form No. 39.

PR 67

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Canyonville - Galesville

Highway Pacific

County Douglas Job Prefix 67 PE

Date Sept 9, 1922

Week from Sept 4 to Sept 9

Mail Address Canyonville, Ore.

Telegraph or Telephone Address Co.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Forms started Sta 25+00 Right.
this sets up for first mill of the
Oak Concrete bridge. Setting from sta.
243 to 299 can put mix over
Friday, Cable to hang slip in one
direction on a short option. Pavement
will be placed for Sta. 0 to 115
on the 15th. Trailer to be left up for
a few days. Starting on approx.
the 19th.
Weather fair

RECEIVED
SEP 20 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed E. E. McLucas

Title Asst. Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11.1

Miles completed 6

Miles completed except finishing 5.5

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 1

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 6 *men,*

2 *teams,* - *steam shovels*

Grading work will be completed about July 20

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11.1

Miles paving completed 4.4

Average daily sq. yds. this week 1156

Miles shoulders completed both sides

Contractor's average force for week 70 *men,*

2 *teams,* 18 *trucks*

Percentage of total required yardage now in place 36%

Job will be completed about Nov. 30th

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. *Percentage* 100

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/9/22 Lab. No. 12708

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Cal ewille

To be used concrete pavement Sampled by .....

Cylinder #33

Date cast 9/2/22

Date broken 9/9/22

Age 7 days

Station 808 plus 06

Slump 2"

Break lbs per sq in 1830

CC U S Bureau of Public Roads 2
Office
K S Hodgman
G S McVicar

.....
Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 9/8/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Quinnville

To be used Concrete pavement Sampled by

Lab	12639	12698
Cylinder #	12	32
Date cast	8/9/22	9/1/22
Date broken	9/6/22	9/8/22
Age days	28	7
Station	68 plus 45	200 plus 35
Slump	1"	1¼"
Break lbs per sq in.	3980	1344

CC U S Bureau of Public Roads 2
Office
K E Hodgman
G E McVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 9/7/22 Lab. No. 12835

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #13

Date cast 8/10/22

Date broken 9/7/22

Age 28 days

Station 68 plus 10

Slump 1½"

Break lbs per sq in 3857

CC Office ✓
U S Bureau of Public Roads ?
K S Hodgman
U S McVicar

.....
Testing Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

September 6, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Under separate cover we are sending you one set of plans for Oregon Federal Aid project No. 61 (Canyonville-Galesville section). These plans were approved by the Secretary on June 8, 1922.

Yours very truly,

District Engineer.

RECEIVED
SEP 7 1922
OREGON
STATE HIGHWAY COMMISSION

September 6, 1922

Beaver Portland Cement Company,
Oregonian Building,
Portland, Oregon.

Gentlemen:

We are in receipt of the weekly report of our Resident Engineer on the Canyonville-Galesville Section, dated September 2, 1922, which contains the following paragraph:

> "Two days were lost onpaving this week on account of cement shortage. Progress could be increased 50% if cement could be secured, very few days that it is possible to put in a full shift."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

10PB
FR 10

September 6, 1922

Portland Cement Association,
Portland, Oregon.

Attention Mr. Hans Mumm, Jr.

Gentlemen:

We are in receipt of the weekly report of our Resident Engineer on the Canyonville-Galesville project, dated September 2, 1922, which contains the following paragraph:

"Two days were lost on paving this week on account of cement shortage. Progress could be increased 30% if cement could be secured, very few days that it is possible to put in a full shift."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/6/22 Lab. No. 12660

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Celonville

To be used concrete pavement Sampled by .....

Cylinder #31

Date cast 8/30/22

Date broken 9/6/22

Age days 7

Station 197 plus 35

Slump 1½"

Break lbs per sq in 1800

CC U S Bureau of Public Roads 2
Office
K E Hodgman
G E MO Wiese

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 681 Report of Compression Test

Date reported 9/5/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Glendale

To be used concrete pavement Sampled by

Lab#	12637	12636	12638
Cylinder #	29	27	28
Date cast	8/29/22	8/26/22	8/27/22
Date broken	9/5/22	9/5/22	9/5/22
Age days	5	10	9
Station	185 plus 75	165 plus 80	176 plus 20
Slump	1½	2	2
Break lbs per sq in.	2236	2265	2971
Lab#	12562	12579	12626
Cylinder #	10	11	30
Date cast	8/7/22	8/8/22	8/29/22
Date broken	9/5/22	9/5/22	9/5/22
Age days	29	28	7
Station	50 plus 60	57 plus 60	192 plus 20
Slump	1	1	1½
Break lbs per sq in.	2265	3361	2441

OO Office
U S Bureau of Public Roads 2
K E Hodgman
G A McVicar

Kenneth Hall
Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/8/22 Lab. No. 12513

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Glendale

To be used concrete pavement Sampled by .....

Cylinder #9

Date cast 8/5/22

Date broken 9/8/22

Age 28 days

Station 44 plus 90

Slump 1½"

Break lbs per sq in 2535

CC U S Bureau of Public Roads 2
Office
K A Hodgman
O E McVicar

Kenneth S Adams

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 2, 1922

Job Name [illegible]

Week from [illegible] to Sept. 2

Mail Address [illegible]

Highway [illegible]

Telegraph or Telephone Address [illegible]

County Klamath Job Prefix [illegible]

Express and Freight Address [illegible]

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible] crew out on survey this week

[illegible] crew [illegible]

Progress could be increased 30% if cement could be secured, very few days it is possible to put in a full shift.

RECEIVED
SEP 6 1922
OREGON
STATE HIGHWAY COMMISSION

Weather - Fair

K.E.H.

(See back of this sheet for instructions and detailed information.)

Signed [illegible]

Title Div. Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11

Miles completed 0

Miles completed except finishing 8

Miles covered by contractor's forces 0

Miles cross-sectioned 11

Miles cross-sections completed and checked

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 0 *men,*

2 *teams,* *steam shovels*

Grading work will be completed about Oct 20

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11

Miles paving completed 35

Average daily sq. yds. this week 900

Miles shoulders completed both sides

Contractor's average force for week 65 *men,*

2 *teams,* 15 *trucks*

Percentage of total required yardage now in place 30 %

Job will be completed about Nov. 30 - 22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 PB *Percentage* 100

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 9/1/22 Lab. No. 12578

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #26

Date cast 8/25/22

Date broken 9/1/22

Age 7 days

Station 155 plus 00

Slump 2"

Break lbs per sq in 2830

CC U S Bureau of Public Roads
Office
K E Hodgman
G E McVicar

.....
Testing Engineer.

September 1st, 1922.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

P. R. 61

Gentlemen:

Herewith we are enclosing four copies of voucher + Est #4
on the Canyonville-Galesville Section, Project No. 61 in the
amount of $35,755.69.

Very truly yours,

HERBERT BOWN,
State Highway Engineer

By
Office Engineer.

174

Dic by J. W. DeCoux

AF

PR
51

August 20, 1922

Mr. S. A. Mccori,
Canyonville, Oregon.

Dear Sir:

The purpose of this letter is to advise you that in response to your request, the Commission at their meeting on August 29th, in view of the lateness of the season and the necessity for completing the paving on contract No. 510, described as 11.1 miles, Canyonville-Galesville Section of the Pacific Highway in Douglas County, adopted a resolution declaring an emergency and authorizing you to employ and permit persons to labor on this contract more than eight hours in any one day and more than forty-eight hours in any one week, such employment to be subject to the laws of the State of Oregon as to compensation for all overtime.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

PAK:LM

cc: E. E. Hodgman, Division Engineer, Medford, Oregon.

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 8/30/22 Lab. No. 18[illegible]

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Riddle

To be used concrete pavement Sampled by .....

Cylinder #7

Date cast 8/2/22

Date broken 8/30/22

Age 28 days

Station 32 plus 10

Slump 2"

Break lbs per sq in 3537

CAU 3 Bureau of Public Roads 2
Office
K E Hodgman
G A Hoffner

Kenneth S Hall

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 8/29/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12515	12464	12514
Cylinder #	22	6	25
Date cast	8/21/22	8/1/22	8/22/22
Date broken	8/29/22	8/29/22	8/29/22
Age days	8	28	7
Station	120 plus 00	20 plus 06	127 plus 25
Slump	1½	1	2"
Break lbs per sq in.	2900	3042	3042

CC U S Bureau of Public Roads 2
K H Hodgman
Office
G E McVicar

Testing Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

August 28, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Herewith attached for your files is one set of Special Provisions for Oregon Federal aid project No. 61, which was approved by the Acting Chief on August 18, 1922.

Very truly yours,

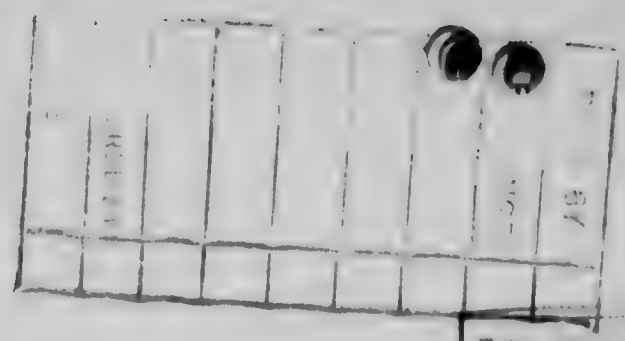
C. H. Purcell

District Engineer.

Enclosure

RECEIVED
AUG 30 1922
OREGON
STATE HIGHWAY COMMISSION

8/18/22



Oregon
Ore 61
Jan 9-1922

RECEIVED
AUG 30 1922
STATE HIGHWAY COMMISSION

SPECIAL PROVISIONS

Canyonville-Galesville, Paving

TYPES OF PAVEMENT

Two types of pavement will be considered for this project, namely, Type "A" and Type "C", which types are described in detail below. The width of pavement will be eighteen (18) feet.

Type "A" Pavement:

Type "A" Pavement is a Portland Cement Concrete Pavement, 1:2:3 mix, 7 inch uniform thickness, and it shall be constructed in accordance with the standard specifications for Portland Cement Concrete Pavement.

The price bid per square yard for Type "A" Pavement shall be understood to include and cover all work specified hereinafter under the head "Portland Cement Concrete Pavement," except such work as may be specifically excepted under the specifications for that item.

Type "C" Pavement:

Type "C" Pavement is a pavement consisting of two strips of Portland Cement Concrete Pavement with a strip of Bituminous pavement between. The concrete strips, or concrete shoulders as they will hereinafter be called, will each be seven (7) inches in thickness by two (2) feet and six (6) inches in width, and they shall be constructed as specified under the head "Concrete Shoulders." The bituminous portion of the pavement will be thirteen (13) feet in width and will consist of three (3) inches of bituminous base with a two (2) inch bituminous wearing surface. The bituminous portion shall be constructed in accordance with the standard specifications for "Bituminous Base" and "Bituminous Concrete Wearing Surface."

Payment for Type "C" Pavement will consist of payment for two items, namely, "Concrete Shoulders and "Five-inch Bituminous Pavement." Payment for "Concrete Shoulders" shall include and cover payment for all work specified under the head "Concrete Shoulders" including expansion joints and reinforcement. Payment for "Five-inch Bituminous Pavement" shall include and cover payment for all work specified under the heads "Bituminous Base" and "Bituminous Concrete Wearing Surface."

APPROVED: [signature]
ACTING CHIEF, BUREAU OF PUBLIC ROADS.
8/18/22

SPECIAL REQUIREMENTS APPLYING TO TYPE "C" PAVEMENT.

Preparation and Maintenance of Subgrade and Sub-base:

Within forty (40) days after the award of this contract, the contractor shall commence the preparation of sub-grade and the construction of sub-base, and this part of the work shall be prosecuted diligently to early completion, after which the subgrade and sub-base shall be continuously maintained in first-class condition, free from ruts and true to cross section and grade, until covered with pavement. At such places and at such times as the Engineer may direct, new surfacing materials of the kind hereinafter specified, shall be added to the surfacing already in place, and this existing surfacing shall, in this manner, be widened and built up to proper grade and cross section. The new materials shall be added as early as possible, and shall be allowed to be compacted by traffic.

All sections of the subgrade or sub-base over which there is any traffic, or over which the contractor is doing any hauling, shall be continuously maintained by sprinkling and dragging, this maintenance being adequate to keep the surface of the subgrade or sub-base free from ruts, uniform in crown and of smooth and even surface. The crown to which the subgrade and sub-base is constructed and maintained shall be as nearly the same as the crown designated for the finished pavement, as it is possible to attain, and only the very minimum of new materials shall be allowed to be added immediately prior to the placing of base for the purpose of bringing the sub-grade or sub-base to the required crown.

Wherever any new materials are added less than one week in advance of paving, or wherever the subgrade or sub-base has not been compacted by traffic, completely and to the satisfaction of the Engineer, the compacting shall be accomplished by thorough rolling and sprinkling.

The new material to be added in preparing subgrade and in constructing sub-base shall be crusher-run, sound and durable broken stone or crushed gravel. Where the new material is to be added in a depth of three (3) inches or less, it shall all pass a one (1) inch circular opening. Where the new material is to be added in a depth greater than three (3) inches,

the material in the top three (3) inches shall all pass a one (1) inch circular opening and the material below that shall all pass a two (2) inch circular opening, and, at the option of the contractor, may all pass a one (1) inch circular opening. The materials shall be uniformly graded from the specified maximum size to dust.

Where the new material is to be of two sizes, as provided for above, or where it is to be laid to a depth greater than four (4) inches, it shall be laid in two courses, and each course shall be separately rolled and compacted.

The contractor's attention is called to the fact that particularly thorough and high-grade work will be required in connection with this preparation of subgrade and construction of sub-base work.

Payment for the work specified under this clause shall be understood to be included in the payment for "Preparation of Sub-grade," except that such new broken stone or crushed gravel as is added in accordance with the Engineer's instructions shall be paid for at the price bid per cubic yard, loose measure, for Broken Stone or Crushed Gravel Sub-base."

Proportions of Materials:

The proportions of materials to be used in the bituminous mixture for bituminous concrete wearing surface shall be as described in the standard specification, except that the grading of the part of the aggregate passing the 10 - mesh sieve shall meet the following requirements instead of those stated in the standard specification:

Passing	10-mesh	sieve	and	retained	on	40-mesh	sieve	30	to	50%
"	40-	"	"	"	"	80-	"	15	to	30%
"	80-	"	"	"	"	200-	"	15	to	30%
"	200-	"	"					14	to	20%

Rollers and Rolling:

Wherever in the paving specifications the term "self-propelled roller" is used, it shall be understood to mean a self-propelled three-wheeled roller having a weight of not less than ten tons.

The rolling of each of the base and top courses of bituminous pavement shall continue for not less than eight

(8) hours for each one-thousand (1000) square yards in the course.

Pug Mixers:

In the mixing of materials for bituminous paving, only the pug type of mixer, equipped for proportioning materials by weight, will be allowed to be used.

No Hauling Over Pavement:

The contractor shall conduct his operations in such manner as will necessitate the least amount of hauling over the pavement as it is completed. In general the laying of pavement shall be commenced at the point or points farthest from the plant, and shall progress toward the plant.

Limits of Penetration for Asphaltic Cement:

When tested for penetration, asphaltic cement shall show a penetration not greater than 65 nor less than 55 degrees, Dow, at a temperature of 25 degrees, Centigrade.

SURFACE EVENNESS

No portion of the finished surface of pavement (either bituminous or concrete) shall be more than three-eights of an inch below a straight edge, ten feet in length, nor more than one-fourth of an inch below a straight edge five feet in length, the straight edge in both cases being laid on the pavement parallel to the centerline thereof.

GRADE WIDENING AND EARTH SHOULDER CONSTRUCTION.

Contrary to the provisions outlined on page 26 of the standard specification form, such grade widening, slide removal, ditch excavation and earth shoulder construction as the Engineer may deem necessary or desirable, shall be performed by the contractor on unit basis. This work shall be handled in accordance with the standard specifications applying to "Excavation and Embankment," and the excavated materials shall be classified on the three classification basis described under that head.

Earth shoulder construction shall consist of the building up of the roadbed to the crown indicated on the plans, this work being carried to such width or widths as the roadbed will permit. Shoulder work shall be done after the pavement is in place, and shall be left neatly trimmed.

Payment for excavation and embankment work as above provided for shall be made at the prices bid per cubic yard for excavation of the class or classes involved. These prices shall be understood to include and cover any clearing or grubbing work that may be necessary in connection with the excavation and embankment work.

NO HAULING OVER ADJACENT PAVEMENTS.

The contractor will not be allowed to haul either materials or mixture over pavement to be laid under the Compton Contract for the paving of the Myrtle Creek-Canyonville Section.

CULVERT PIPE

Culvert pipe to be laid under this contract will be in the form of extensions to existing culverts. In his bid prices, the contractor should contemplate any extra expense that this condition may entail.

HANDLING TRAFFIC

The contractor shall so conduct his operations that traffic will at no time be held up for more than two (2) hours. All travellers must be extended courteous treatment, and every precaution shall be taken to make travel over the work safe and as comfortable as is practicable.

EQUIPMENT TO INSURE COMPETION

The contractor will be required to prosecute the work under this contract with the greatest diligence, and to provide sufficient equipment and organization to positively insure completion by the specified date, even under most adverse weatherconditions. If at any time the contractor fails to provide equipment or forces adequate, in the opinion of the Engineer, to insure completion, or fails to make the necessary progress, the Highway Commission will withhold all payments due the contractor, until arrangements satisfactory to the Engineer are made.

BIDS MAY BE RETURNED.

This section is a Federal Aid Project, and, in accordance with the regulations of the Bureau of Public Roads, it is not permissible to receive bids until the Project statement for the project has been approved by the Secretary of Agriculture. The Project statement on this section has been submitted to the Federal Government and every effort is being made to have it approved prior to the date of receiving bids.

In the event that approval is not received, prior to the date upon which bids are received, all proposals will be returned to bidders, unopened. Bidders will be requested to retain their proposals and be prepared to re-submit them upon short notice, as it is anticipated that a second call will be issued immediately upon the receipt of approval of the Project statement.

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 8/31/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12516	12534	12565
Cylinder #	8	24	25
Date cast	8/3/22	8/23/22	8/24/22
Date broken	8/31/22	8/30/22	8/31/22
Age days	28	7	7
Station	37 plus 85	135 plus 15	144 plus 20
Slump	3"	1½"	1½"
Break lbs per sq in.	3750	2617	2547

CC U S Bureau of Public Roads 2
Office
K A Hodgman
G E McVicar

Kenneth Shaw

Testing Engineer.

Form 101-A.

Oregon State Highway Commission

F A Ore 461

Report of Compression Test

Date reported 8/28/22

Source .....

.....

Quantity represented .....

To be used concrete pavement.

Lab. No. .....

Field No. .....

County Josephine

Job Canyonville-Galesville

Sampled by .....

Lab#	12444	12493
Cylinder #	5	21
Date cast	7/31/22	8/20/22
Date broken	8/28/22	8/28/22
Age days	28	8
Station	20 plus 10	114 plus 66
Slump	1½	2
Break lbs per sq in.	3296	2617

CC U S Bureau of Public Roads 2
Office ✓
K K Hodgman
G E McVicar

.....
Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug. 27, 1922

Job Name Canyonville - Riddle

Week from Aug. to

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10 F 2

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Double strip pavement from Sta. 115 to 185 will be completed on this side Monday. We then have single strip pavement from Sta. 185 to 300. Traffic from north on will be run one way only, between station 115 and 185, only being held fifteen to twenty minutes at a time. Pavement has been opened to traffic from Sta. 0 to 30. We now have two and one half miles of detour. As per verbal instructions received from Mr. Nunn, I am placing two men to take care of traffic.

K.E.H.

Weather - fair

RECEIVED
SEP - 1 1922
OREGON
STATE HIGHWAY COMMISSION

Signed Geo. E. MacKenzie

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11 ½

Miles completed 6

Miles completed except finishing 3 ½

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 0

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 16 men,

2 teams, ✓ steam shovels

Grading work will be completed about Nov 30-22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 ½

Miles paving completed 2 8

Average daily sq. yds. this week 960

Miles shoulders completed both sides ✓

Contractor's average force for week 65 men,

2 teams, 18 trucks

Percentage of total required yardage now in place 25 2

Job will be completed about Nov. 30-22

Number men in Engineering Party 6

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P B Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

August 26, 1922.

144

Mr. Hans Kumm, Jr., District Engineer,
Portland Cement Association,
146 Fifth Street,
Portland, Oregon.

Dear Sir:

Mr. Kumm spoke to you this morning over the telephone about the cement deliveries on the Moceri contracts. For your information, I am enclosing copies of correspondence between this office and the Beaver Portland Cement Company.

I trust you will push the matter of these deliveries to the utmost, as the situation is indeed serious. I might add, however, that the Oregon Company has been fine about deliveries and there never has been any difficulty on the jobs on which they are furnishing.

Very truly yours,

Secretary.

RAK:HI

August 26, 1922.

148

Beaver Portland Cement Company,
Oregonian Building,
Portland, Oregon.

Attention Mr. Nelson

Gentlemen:

I have read very carefully your letter of August 25, relative to cement shipments to Mooeri at Glendale, Riddle and Myrtle Creek, and can not but feel that the letter is written without a full understanding of the necessities of the situation.

This job, as you know, is a big project, 11 miles in length, and about twice the length of the Roseburg-Wilbur project; in fact, it might very well have been divided into two jobs and then be about the average size of the jobs which we are advertising this year. I mention this fact for the reason that while a one car per day limit would be ample for such a job as the Cottage Grove Section or the Sexton Mountain Section, yet it is not sufficient for a job of this size.

This job as you know has been very late in starting and the contractor has had all sorts of difficulties to overcome, both on this job and the one at Roseburg. You will appreciate the difficulty yourselves of assembling sand, gravel, cement, men and equipmentaltogether at one time and coordinating the same so as to complete a big job in an extremely short season. A failure of material supplies, of course, throws the whole arrangement out of gear and you can appreciate the resulting losses which would accrue.

We figured this job on a working season beginning May 15th to October 15th (5 months, 125 working days). The cement requirement has been estimated at 38,000 barrels, or 305 barrels per working day. At this date, our records disclose that there has been shipped up to August 24th to this job a total of 9700 barrels or one-fourth of the total amount required, in more than three-fifths of the elapsed working time. Or, taking it another way, say there remains 40 working days with 28,000 barrels yet to deliver, that makes 700 barrels a day which it is necessary to deliver to complete the requirements of the job.

The Commission are extremely desirous of completing this project this fall, since it will mean practically the completion of the Pacific Highway throughout the state and, for that reason, have declared an emergency and authorized Mooeri to work longer than eight hours -- hence the need for additional cement will be appreciated.

The matter of purchase of cement by the Commission was a matter which was very seriously considered at the beginning of this season. It has been argued that it would be advisable to let the contractors purchase cement for themselves. At any rate such a procedure would save this department some grief and worry. That has been done in other years.

Last year, many of the contractors came in from outside of the state and, having business dealings with cement mills outside the state, they naturally bought outside. It has seemed a good thing to the Commission to keep this business at home and so encourage the home industries. This was one of the reasons for purchasing cement direct. Another reason was that many of the contractors' credit was not the best and cement dealers frequently complained that their bills were not being paid promptly, etc.

It seemed also that in purchasing in large quantities, a better price could be secured and a saving result. Your company has met us in this proposition in the matter of price -- now we want you to meet us in delivery. I am sure that you will appreciate the fact that it is of mutual advantage.

Very early in the season, one of your officers appeared before the Commission in Portland and gave assurances that your company could furnish all the cement required, and later, in Salem, this was confirmed by two other officers of your company. These were big orders and the Commission wanted to be certain before the awards were made that the cement could be furnished, as this was a determining factor in the awards.

In concluding, our point is this: This order having been placed early in the season, sufficient cement should have been set aside or provided for in your output to complete the full amount at the close of the working season. Deliveries having been delayed, this should have been allowed to accumulate and to be available subject to call, whether the requirement was one, two or three cars a day.

I trust that I have made our position clear and that you may appreciate our position very clearly. Whether or not the contractor would have recourse against us in the event of your failure to deliver, I am unable to say, but we know certainly that he would suffer a financial loss if the cement required is not forthcoming and that the state would be forced to carry over into the next working season an uncompleted job.

The writer personally appreciates the pleasant business relations which have existed between the officers of your company and himself, and we sincerely trust that a way will be found to handle the situation.

Very truly yours,

Secretary.

RAK:HI

Mr. Klein -

If you happen to be in Portland Monday or Tuesday will be glad to have you drop into the office.

P. C. h.

ANK

1922

on,

RECEIVED
AUG 26 1922
OREGON
STATE HIGHWAY COMMISSION

information given us in your favor of yesterday. We believe that Mr. Moceri will carry out his promises to us in regard to repayment of our advances, but should there be any assignments made of sums due on the other contract, Canyonville-Galesville, we should be very glad to know this, at least during the next thirty days.

Very truly,

President.

2

C.S. Call to my attention should an assignment come in on the Canyonville-Galesville Rock.

NOTED
SEP 12 '22
C.S.

J. H. BOOTH, PRESIDENT
E. L. PARROTT, VICE PRESIDENT
H. H. STAPLETON, CASHIER
F. P. CLEMENS, ASST. CASHIER
HARRIE W. BOOTH, ASST. CASHIER

THE DOUGLAS NATIONAL BANK

ESTABLISHED 1883

ROSEBURG, OREGON.

August 25, 1922

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon

RECEIVED
AUG 26 1922
OREGON
STATE HIGHWAY COMMISSION

Dear Sir :

We wish to thank you for the information given us in your favor of yesterday. We believe that Mr. Moceri will carry out his promises to us in regard to repayment of our advances, but should there be any assignments made of sums due on the other contract, Canyonville-Galesville, we should be very glad to know this, at least during the next thirty days.

Very truly,

President.

2

C.S. Call to my attention should an assignment come in on the Canyonville-Galesville Rock.

NOTED
SEP 12 '22
C.S.

P.S.& P. PORTLAND

BEAVER PORTLAND CEMENT CO.

MAIN OFFICE, PORTLAND, OREGON.
PLANT, GOLD HILL, OREGON.

PORTLAND, OREGON
August 25, 1922.

RECEIVED
AUG 26 1922
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

We are in receipt of your telegram reading as follows: "Mocceri wires that he is out of cement at Riddle and will have to shut down unless shipments are rushed. Stop. Will need 500 barrels a day from now on. Stop. Absolutely necessary to maintain this schedule of deliveries."

We understand that Mocceri not only expects two carloads a day on the Canyonville job but that he plans to move the paver from the Winchester job to Canyonville, which would still further increase his requirements at that point.

While it is our desire not only to furnish all the cement we are liable for under our contract but as much more as we are able to, we do feel that conditions at the present time preclude the possibility of furnishing the volume of cement, apparently, expected by Mr. Mocceri.

As far as this company is concerned, we would rather, in view of the State's unquestioned credit, etc., ship our entire output for its account. At the same time, we are, in one sense of the word, a semi-public institution furnishing a basic commodity, a steady flow of which is absolutely essential for the construction work in this State.

At this time there is an extreme shortage, and during such period of shortage, it is incumbent upon us as

distributors to make equitable distribution. Just by way of illustration of how serious the situation is at present, would state that we had an appeal this morning from the purchasing agent of Multnomah County, through the Cement Association, to furnish them with the small amount of 25 barrels of cement to enable them to do a sufficient portion of needed repairs on the bridge over the Sandy to allow the balance of the work being done after the rains. The entire job calls for only 100 barrels and yet they have been unable to locate this small quantity of cement in the City of Portland and are asking that we furnish 25 barrels to do such portion of the work as will enable them to hold the balance over till cement is obtainable.

We have, up to this time, kept the state pavers fully supplied on all their various jobs, and we intend to continue to fill our contract and also to furnish any additional cement that we may be able to, but we do not feel that, under the conditions obtaining at this time, any increased facilities should be put in necessitating an increase in the quantity of cement required to keep the job running.

Our remittal letter enclosing the executed contracts covering delivery of the cement to the various State jobs contracted by us specifically states that we expected to fill the requirements on each of these jobs by shipment of not to exceed one carload per day to each of the jobs in question. While not having at that time, nor at this, any intention of being technical about the carload per day, we do not feel that we should be asked for any doubling of such requirement, though such cement as we are able to ship in excess of the contracted quantity we will be glad to furnish.

It is obvious that to keep our plant running other orders than those from the State are necessary, and that in taking such other orders, we also assume certain obligations in connection with them. During a period of shortage such as the present, these other contracts are entitled to some consideration as well as those of the State and as we have not a sufficient quantity to furnish either the State or others with all the cement desired, we are shipping such cement as is available in equitable proportions to the various interests involved.

Yours very truly,

BEAVER PORTLAND CEMENT CO.

Buell C. Nelson

Assistant Secretary.

BCN-HT

Form 101-A.

Oregon State Highway Commission

F A Ore #61

Report of Compression Test

Date reported 8/26/22 Lab. No. 13656

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #20

Date cast 8/19/22

Date broken 8/26/22

Age 7 days

Station 109 plus79

Slump 1"

Break lbs per sq in 2535

CC U S Bureau of Public Roads 2
K E Hodgman
G A McVicar
Office

Testing Engineer.

Form 1206

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 437 STATE STREET SALEM OREGON

B50PO PR 36

ROSEBURG ORG 1210P AUG 25 1922

STATE HIGHWAY DEPT

17 SALEM ORG

AM OUT OF CEMENT ON CANYONVILLE JOB MUST HAVE AT LEAST TWO THOUSAND SACKS A DAY PLEASE SEE THAT SAME WILL BE DELIVERED DIRECT FROM FACTORY JOB WILL BE SHUT DOWN UNLESS CEMENT WILL BE FORTHCOMING

C A MOCERI

1240P

CC U S Bureau of Public Roads 2
Office
E S Hodgman
O K McVicar

Testing Engineer.

COPY OF WESTERN UNION TELEGRAM

Night Letter

If no class of service is designated the message will be transmitted as a full-rate telegram.

10 R Y

August 26 1922

BRAVER PORTLAND OREGON COUNTY

PORTLAND OREGON

Report wires that he is out of cement at Hibble and will have to shut down unless shipments are rushed stop Will need five hundred barrels a day from now on stop Absolutely necessary to maintain this schedule of deliveries

OREGON STATE HIGHWAY COMMISSION

CC U S Bureau of Public Roads 2
Office
K E Hodgman
O P McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 8/25/22 Lab. No. 12445

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #19

Date cast 8/18/22

Date broken 8/25/22

Age 7 days

Station 168 plus 00

Slump 1¼"

Break lbs per sq in 3880

CC U S Bureau of Public Roads 2
Office
K S Hodgman
G E McVicar

Testing Engineer.

August 24th, 1922.

Mr. Geo. E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

PR #61

Dear Sir:

In reply to your letter of August 22nd, we have to advise that deductions from contractor's estimates to cover cement furnished by the State are made only for the quantities of cement actually incorporated in the work at the time the estimate is made. You will find this matter covered in detail in the instructions printed on the back of the standard monthly estimate sheet. You will note that spaces are provided on this sheet for the listing of the total quantities delivered on the work, the total quantities remaining on hand at the time the estimate is made up, and the total amount incorporated in the work, which is the amount for which deduction is to be made.

Very truly yours,

HERBERT HUNT,
State Highway Engineer

By
Office Engineer.

HERBERT NUNN
STATE HIGHWAY ENGINEER

ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canyonville, Ore. Aug. 22, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention ~~Carl F. Smith.~~ Mr Probert

Dear Sir;

Will you please advise me how cement charges are made against Contractor. Are they charged as incorporated in work, or are they charged as delivered to work ?

Yours very truly,

Geo. E. MacVicar

Geo. E. MacVicar.
Resident Engineer.

RECEIVED
AUG 24 1922
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
S. H. Probert.

Form 103-A.

Oregon State Highway Commission

F A Ore #61

Report of Compression Test

Date reported 8/24/22

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No.....

Field No.....

County Douglas

Job Canyonville-Cd ecville

Sampled by .....

Lab#	12424	12425
Cylinder #	17	18
Date cast	8/16/22	8/17/22
Date broken	8/24/22	8/24/22
Age days	8	7
Station	90 plus 30	96 plus 05
Slump	1"	1"
Break lbs per sqin	2535	2122

CC U S Bureau of Public Ro ds 2
Office
K E Hodgman
O E McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 161

Report of Compression Test

Date reported 8/24/22 Lab. No. 12362

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Glendale

To be used Concrete pavement Sampled by .....

Cylinder #16

Date cast 8/15/22

Date broken 8/22/22

Age 7 days

Station 83 plus 70

Slump 1¼"

Break lbs per sq in 2192

CC U S Bureau of Public Roads 2
Office
K E Rodgman
O E McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

P A Ore #61 Report of Concrete cylinders

Date reported [illegible] Lab. No. [illegible]

Source ..... Field No. .....

..... County [illegible]

Quantity represented ..... Job Concrete Bridge, Roseburg

To be used Concrete pavement ..... Sampled by .....

Cylinder #15

Date cast 8/14/22

Date broken 8/21/22

Age 7 days

Station 77 plus 70

Slump 1"

Break lbs per sq in 1910

cc U S Bureau of Public Roads 2
K E Hodgman
~~[illegible]~~ E. McClean
Office

H. [illegible]

Testing Engineer.

Form No. 38.

E-1

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Canyonville - Galesville

Highway Pacific

County Douglas Job Prefix

Date Aug. 19, 1922.

Week from Aug. 14 to Aug. 19.

Mail Address Canyonville, Ore.

Telegraph or Telephone Address

Express and Freight Address Co.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Paving operations were not delayed this week, and the amount at sta. 115 was reached thus being the starting point for double strip pavement. Double strip pavement started on Sunday morning the 20th, traffic being held up at 8 A.M. during the noon hour traffic is allowed through from 12 to 1. Forty minutes was lost in allowing traffic through, which means that only six hours and twenty minutes could be worked in an eight hour day. With the present arrangement progress will be very slow.

KEH

Weather - Cloudy

RECEIVED
AUG 28 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed Geo. E. Maclean

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11½

Miles completed 0

Miles completed except finishing 8½

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 0

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 16 men,

2 teams, ✓ steam shovels

Grading work will be completed about Nov. 30-22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11½

Miles paving completed 2½

Average daily sq. yds. this week 1280

Miles shoulders completed both sides ✓

Contractor's average force for week 45 men,

✓ teams, 13 trucks

Percentage of total required yardage now in place 19½

Job will be completed about Nov. 30-22

Number men in Engineering Party 6

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

August 19, 1922.

Canyonville
Galesville

S. A. Moseri,
Roseburg,
Oregon.

Dear Sir:

I am handing you herewith, executed agreement covering the use of approximately 2,200 lineal feet of bituminious pavement on the J. C. Compton contract on the Canyonville end.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

MAX IS
Encl.

Form 103-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 8/19/22 Lab. No. 12221

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #4

Date cast 7/22/22

Date broken 8/19/22

Age 28 days

Station 14 plus 75

Slump 1½"

Break lbs per sq in 3527

cc U S Bureau of Public Roads 2
K E Hodgman
G E McVicar
Office

Kenneth [illegible]

.....
Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 8/[illegible]/22 Lab. No. [illegible]

Source [illegible] Field No. [illegible]

[illegible] County Douglas

Quantity represented [illegible] Job Canyonville-Riddle

To be used concrete pavement Sampled by [illegible]

Cylinder #14

Date cast 5/[illegible]/22 5/11/22

Date broken 8/18/22

Age 7 days

Station 72 plus 70

Slump 1"

Strength lbs per sq in 1830

cc U S Bureau of Public Roads 2
K E Hodgman
G E McVicar
Office

[signature]

Testing Engineer.

FOR INFORMATION OF HERBERT NUNN,
ATTENTION OF MR. C. C. KELLEY.

Agreement by S. A. Moceri attached hereto.

Medford, Oregon,
Aug. 17, 1922.

Mr. G. E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

Dear Sir:-

I am in receipt of your letter of August 10th enclosing the agreement of S. A. Moceri relative to the use of the detour on the Canyonville-Galesville Section known as the Packard Detour, being from the concrete Arch north about 8000 feet which was inspected by Mr. Kelley upon his last visit. Mr. Kelley approved the use of this detour upon the conditions as stated by Mr. Moceri.

I am forwarding the agreement to Mr. Kelley. This letter authorizes you to put the detour in shape for travel.

Very truly yours,

K. E. Hodgman,
Division Engineer.

cc to Herbert Nunn,
Attention of Mr. C. C. Kelley.

cek

RECEIVED
AUG 19 1922
OREGON
STATE HIGHWAY COMMISSION

Form 108-A.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 8/17/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12275	12276	12178
Cylinder #	13	12	2
Date cast	8/10/22	8/9/22	7/20/22
Date broken	8/17/22	8/17/22	8/17/22
Age days	7	8	28
Station	60 plus 10	63 plus 45	3 plus 60
Slump	1½	1	1½
Break lbs per sq in.	1910	2971	3827

CC U S Bureau of Public Roads 2
Office
Z S Hodgman
O E McVicar

Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Cro 161 Report of Compression Test

Date reported 8/16/22 Lab. No. 12167

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #1

Date cast 7/19/22

Date broken 8/16/22

Age 28 days

Station 1 plus 00

Slump 1"

Break lbs per sq in 3587

CC U S Bureau of Public Roads 2
Office
K K Hodgman
O E McVicar

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 261

Report of Compression Test

Date reported 8/18/22 Lab. No. 12100

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #11

Date cast 8/8/22

Date broken 8/15/22

Age 7 days

Station 57 plus 60

Slump 1"

Break lbs per sq in 1910

CC U S Bureau of Public Roads 2
Office
K E Hodgman
[redacted]
g.E. McVicar

.....
Testing Engineer.

Form No. 39.

PR6 / 2

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug. 12, 1922.

Job Name Canyonville - Galesville

Week from Aug. 7 to Aug. 12

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10 P.B.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Owing to a shortage of material work was closed down at noon on Friday, and will resume on Monday morning. Up to present time, nothing has been actually done to overcome the sand shortage, although it has been talked about for the past six weeks. Sub-grade has been shaped up as far ahead as Sta. 245. Ribbons will be completed from Sta. 0 to 170.

Weather - Monday & Thursday - fair
Friday - cloudy & Saturday - cloudy

RECEIVED
AUG 19 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed Geo E Macdonald

Title Res Engr

Form 1

Jll

GRADING CONSTRUCTION

grading on project 11 ±

Miles completed 0

Miles completed except finishing 8 5

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 0

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 10 men,

2 teams, - steam shovels

Grading work will be completed about Nov 30 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 ±

Miles paving completed 1.42

Average daily sq. yds. this week 910

Miles shoulders completed both sides ✓

Contractor's average force for week 45 men,

✓ teams, 13 trucks

Percentage of total required yardage now in place 12 %

Job will be completed about Nov. 30 - 22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100 %

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form 103-A.

N

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 8/12/22 Lab. No. 12166

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Calesville

To be used concrete pavement Sampled by .....

Cylinder #9

Date cast 8/5/22

Date broken 8/12/22

Age 7 days

Station 44 plus 90

Slump 1½"

Break lbs per sq in 2107

cc U S Bureau of Public Roads 2
Office
K K Hodgman
G A McVicar

.....
Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 8/11/22 Lab. No. 12096

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Glendale

To be used concrete pavement Sampled by .....

Cylinder #8

Date cast 8/3/22

Date broken 8/11/22

Age 8 days

Station 37 plus 85

Slump 3"

Break lbs per sq in 2122

CC U S Bureau of Public Roads 2
Office
K A Hedgman
G Z McVicar

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 461

Report of Compression Test

Date reported 8/10/22 Lab. No. 12046

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #7

Date cast 8/2/22

Date broken 8/10/22

Age 8 days

Station 32 plus 10

Slump 2"

Break lbs per sq in 2122

CC: U S Bureau of Public Roads 2
K E Hodgman
G A McVicar
Office

.....
Testing Engineer.

PHONE MAIN 6068 Y
1212 SOUTH M. STREET
TACOMA, WASH.

PHONE ELL. 5478
600 THOMPSON BLDG.
SEATTLE, WASH.

S. A. MOCERI

SEWER AND PAVING
CONTRACTOR

Canyonville, Ore/ Aug. 9, 1922.

Geo. E. MacWicar, Resident Engineer,

Canyonville, Ore.

Dear Sir:-

Confirming our recent conversation regarding use of the detour onthe Canyonville-Galesville section of the Pacific Highway ~~South~~ from the concrete bridge across canyon, and known as the Packard detour, if allowed to use same during time of placing material on grade and pouringand curing of concrete, we agree to do the drilling and blasting of rock at two or three points where it is necessary to widen this road. We also agree to station one watchman at either end for 24 hours daily, said watchman to be an expert driver able to pilot any car through the detour should occasion demand. We would also keep a team on the steepest part of the detour if necessary.

It is further understood that main highway will be open during time of grading and placing of ribbons.

Respectfully,

S. A. MOCERI,

By F. A. Kassan
Supt.

FAK/K

Form 103-A.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 8/8/22 Lab. No. 11965

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #6

Date cast 8/1/22

Date broken 8/8/22

Age 7 days

Station 29 plus 05

Slump 1"

Break lbs per sq in 3847

CC U S Bureau of Public Roads 2
E K Hodgman
G K McVicar
Office

Kenneth E Hall

.....
Testing Engineer.

Form 103-A.

Oregon State Highway Commission

F A Ore 661

Report of Compression Test

Date reported 8/7/22 Lab. No. 11918

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #2

Date cast 7/31/22

Date broken 8/7/22

Age 7 days

Station 20 plus 10

Slump 1¼"

Break lbs per sq in 1544

Cc U S Bureau of Public Roads 2
E E Hodgman
G K McVicker
Office

.....
Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 5, 1922

Job Name Canyonville - Eatonville

Week from July 31 to Aug. 5-

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 6 P.B.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Owing to break-down on Friday no paving was laid. It has been found impossible with the plant that contractor has, to keep enough material ahead, to work pave at full capacity. At the present time a crusher is being added to plant. and I think that possibly Sand-rolls will be added, if not it will be necessary to find a sand pit elsewhere and erect a new washing plant.

Weather- fair

RECEIVED
AUG 19 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed Geo. E. MacKinnon

Title Res. Engr.

Form 1217A

GRADING CONSTRUCTION

Total miles of grading on project 11 ±

Miles completed 0

Miles completed except finishing 8 ±

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 0

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 10 men,

2 teams, ✓ steam shovels

Grading work will be completed about Nov. 30-32

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 ±

Miles paving completed 0.9

Average daily sq. yds. this week 1030

Miles shoulders completed both sides ✓

Contractor's average force for week 40 men,

✓ teams, 13 trucks

Percentage of total required yardage now in place 7.6%

Job will be completed about Nov. 30-32

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 PB. Percentage 100%

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form 1217A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	✓
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

PR 61

AUGUST 5, 1932

DANIEL A. HUYETT,
EVERETT, WASHINGTON.

MOORE WAS REQUIRED TO PLANK ROAD BEHAUSE HAULING OVER ANOTHER CONTRACTORS WORK BEFORE ACCEPTANCE STOP WE REQUIRE ALL CONTRACTORS HAULING OVER OUR ONE YEAR GUARANTEED MAINTENANCE TO TAKE PRECAUTIONS REGARDLESS OF KIND STOP MOORE NOT HAULING ON RETURNING TOP HAVING ASSUMED MAINTENANCE.

REGRET MUCH

Cancel

Weather fair

Signed [signature]

Title [illegible]

(See back of this sheet for instructions and detailed information.)

Form 1205T

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	NMe
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT 437 STATE STREET
SALEM, OREGON

B44PO SN 77

EVERETT WASH 1144A AUG 5 1922

HERBERT NUNN

40 CHIEF ENGR HIGHWAY DEPT SALEM ORG

I AM ADVISED CONTRACTOR MOCERI AT ROSEBURG HAS BEEN REQUIRED BY YOUR DEPARTMENT TO PLANK BITULITHIC PAVED ROAD BEFORE HE WAS ALLOWED TO HAUL SAND AND GRAVEL OVER SAME ALSO THAT YOUR STANDARD SPECIFICATIONS REQUIRE THAT CONTRACTORS MUST OETAIN SPECIFIC PERMISSION FROM YOUR DEPARTMENT BEFORE THEY CAN HAUL SAND AND GRAVEL OVER BITULITHIC HIGHWAYS AGREEING TO MAKE GOOD ANY DAMAGE DONE BY THEM TO SUCH HIGHWAYS KINDLY ADVISE BY WIRE MY EXPENSE THE CORRECTNESS OF THIS INFORMATION

DANIEL A DURYEE

1219P

Weather man

Signed E. C. Whitman

Title Asst. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 29, 1922

Job Name Canyonville Viaduct

Week from July 24 to July 29

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10 F 8

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

No work was done this week on Concrete. Was to Crushdown at Gravel plant. It is expected that work will start again on Monday.

KEH

Weather fair

AUG 5 1922

Signed Leo E. Medlar

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form 102-A.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 7/29/32 Lab. No. 11673

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Glendale

To be used concrete pavement Sampled by .....

Cylinder #4

Date cast 7/22/32

Date broken 7/29/32

Age days 7

Station 14 plus 75

Slump 1½

Break lbs per sq in 2476

03 U S Bureau of Public Roads 2
K E Hodgman
G E Nettleton
Office

.....
Testing Engineer.

Form 103-A.

GRADING CONSTRUCTION

Total miles of grading on project 11±

Miles completed 0

Miles completed except finishing 8.5

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 0

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 3 *men,*

5 *teams,* *steam shovels*

Grading work will be completed about Nov 30 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11±

Miles paving completed 0.35

Average daily sq. yds. this week Nov 5

Miles shoulders completed both sides -

Contractor's average force for week - *men,*

- *teams,* - *trucks*

Percentage of total required yardage now in place 3%

Job will be completed about Nov 30 - 22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 *Percentage* 100

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Form 103-A.

Oregon State Highway Commission

F A Ore 981 Report of Compression Test

Date reported 7/29/22 Lab. No. 11673

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Glendale

To be used Concrete pavement Sampled by .....

Cylinder #4

Date cast 7/22/22

Date broken 7/29/22

Age days 7

Station 14 plus 78

Slump 1½

Break lbs per sq in 2476

03 U S Bureau of Public Roads 2
K A Hodgman
G R McVicar
Office

.....
Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 7/28/22 Lab. No. 11646

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #3

Date cast 7/21/22

Date broken 7/28/22

Age 7 days

Station 10 plus 60

Slump

Break lbs per sq in 2406

CC U S Bureau of Public Roads 2
K E Hodgman
O E McMinn
Office

Kenneth Hodgman

.....
Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

P161

Date July 22, 1922.

Job Name Evanston - Gaston

Week from July 17 to July 22

Mail Address Evanston Ill, Or.

Highway Pacific

Telegraph or Telephone Address Co.

County Lincoln Co. Job Prefix 16 P.E.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Par. #1 at 180 Pk. on Sta. 1+75, owing to Equipment being new, there has been much delay making Adjustments. The contractor has decided to put in a crusher, to increase the output of material.

Grading is not completed for sta. 0+00 to 10+00, only small crew activities in evidence.

Rain from sta. 0+00 to 5+00 is to be wasted and used as topsoil in final cross sections.

KEH.

Weather, fair

RECEIVED
JUL 27 1922
OREGON
STATE HIGHWAY COMMISSION

Signed E. E. Nicholson

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11+

Miles completed 0

Miles completed except finishing 8.5

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 0

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 70 men,

6 teams, ... steam shovels

Grading work will be completed about Nov. 30 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11+

Miles paving completed 0.35

Average daily sq. yds. this week dates Wednesday average 4 days - 880

Miles shoulders completed both sides 1

Contractor's average force for week 70 men,

6 teams, 10 trucks

Percentage of total required yardage now in place 3%

Job will be completed about Nov. 30 - 22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

July 20th, 1922.

Bureau of Public Roads
Post Office Building,
PORTLAND, OREGON.

FR 61

Gentlemen:

Herewith we are enclosing four copies of Voucher on the Canyonville - Galesville Section, Oregon Federal Aid Project No. 61, in the amount of $5,456.05.

This voucher is accompanied by copies of estimates 1 and 2.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Encl.
Die By J. W. DeGroat
AP

recorded
Feb 7/24/22

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 437 STATE STREET SALEM OREGON

B33PO NY 51 COLLECT BLUE

10 AL ROSEBURG ORG 1045A JUL 20 1922

HERBERT NUNN

C 32 STATE HOUSE SALEM ORG

PLANK ROAD CANYONVILLE UNSATISFACTORY HEAVY IMPACT SAND CORSION SHIFTING EMPTY TRUCKS MARK PAVEMENT ACCOUNT CONCENTRATION STOP TENTATIVE ARRANGEMENT SUBJECT YOUR APPROVAL KEEP PAVEMENT SANDED AND SPRINKLED LOADS THREE AND ONE HALF YARDS SPEED TWELVE MILES CONTRACTOR TO FURNISH FIVE THOUSAND BOND ADDITIONAL TO COVER REPAIRS WIRE HODGEMEN MEDFORD IF APPROVED

C C KELLY

1126A

400 cu.yds. it will be impossible to keep pace with the repair work.

From present indications, it now appears that this job will be further delayed on account of hauling problems, and there does not seem to be any way out, unless the contractor is allowed to haul over the pavement, I would therefore ask that you grant permission to allow contractor to take up planks, and use pavement for truck hauling, this of course would require heavy sanding, which contractor would agree to do. We would also limit the loads to 3 and 1/2 cu.yds. Contractor Moceri would still be responsible for the pavement, and would be required to do all necessary patching. I wouldld also suggest that he be required to guarantee the pavement through Canyonville. I have discussed these matters with Resident Engineer Nunn, and he is of the same opinion as myself.

Will you please wire a reply to me.

Yours very truly,

Geo. E. MacVicar

Geo. E. MacVicar
Resident Engineer.

CLASS OF SERVICE	
Telegram	
Day Letter	
Night Message	
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF WESTERN UNION TELEGRAM

1 a 8

JULY 20, 1912

M. L. MORGAN,
DIVISION ENGINEER,
MEDFORD, OREGON.

APPROVE KELLEYS RECOMMENDATION RE HAULING AT CANYONVILLE BY MOCERI STOP PROCEED AS OUTLINED IN HIS TELEGRAM THIS DATE.

H ARNOT NUNN

400 cu.yds. it will be impossible to keep pace with the repair work.

From present indications, it now appears that this job will be further delayed on account of hauling problems, and there does not seem to be any way out, unless the contractor is allowed to haul over the pavement, I would therefore ask that you grant permission to allow contractor to take up planks, and use pavement for truck hauling, this of course would require heavy sanding, which contractor would agree to do. We would also limit the loads to 3 and 1/2 cu.yds. Contractor Moceri would still be responsible for the pavement, and would be required to do all necessary patching. I would also suggest that he be required to guarantee the pavement through Canyonville. I have discussed these matters with Resident Engineer Nunn, and he is of the same opinion as myself.

Will you please wire a reply to me.

Yours very truly,

Geo. E. MacVicar

Geo. E. MacVicar
Resident Engineer.

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

Form 1217A

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JULY 20, 1922

GEO. E. MACVICAR,
[illegible] ENT ENGINEER,
CANYONVILLE, ORE[illegible].

A[illegible] KELLETS RECOMMEND TH[illegible] BE HAULING AT C[illegible]NVILLE BY MOCERI STOP PROCEED AS OUTLINED IN HIS TELEGRAM THIS DATE.

M[illegible]RD/RT [illegible]

400 cu.yds. it will be impossible to keep pace with the repair work.

From present indications, it now appears that this job will be further delayed on account of hauling problems, and there does not seem to be any way out, unless the contractor is allowed to haul over the pavement, I would therefore ask that you grant permission to allow contractor to take up planks, and use pavement for truck hauling, this of course would require heavy sanding, which contractor would agree to do. We would also limit the loads to 3 and 1/2 cu.yds. Contractor Moceri would still be responsible for the pavement, and would be required to do all necessary patching. I would also suggest that he be required to guarantee the pavement through Canyonville. I have discussed these matters with Resident Engineer Nunn, and he is of the same opinion as myself.

Will you please wire a reply to me.

Yours very truly,

Geo. E. MacVicar

Geo. E. MacVicar
Resident Engineer.

Form 1217A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	✓
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JULY 17, 1928

GEO. E. MACVICAR,
RESIDENT ENGINEER,
CANYONVILLE, UTAH.

I WILL NOT ALLOW MOCERI TO HAUL OVER COMPLETED PAVEMENT UNTIL HE HAS MADE DEFINITE ARRANGEMENTS WITH COMPTON FOR RESURFACE IF NECESSARY STOP MOCERI SEEMS DETERMINED TO HAUL OVER OUR PAVEMENTS AT BOTH ENDS OF LINE AND MUST FOOT THE BILL AS WE NEVER HAVE ALLOWED IT ON ANY OTHER JOB STOP IF SHORT PLANKS ARE DAMAGING PAVEMENT STOP HAULING.

HERBERT FUNK

we are only hauling 400 cu.yds. a day, and when we start hauling 400 cu.yds. it will be impossible to keep pace with the repair work.

From present indications, it now appears that this job will be further delayed on account of hauling problems, and there does not seem to be any way out, unless the contractor is allowed to haul over the pavement, I would therefore ask that you grant permission to allow contractor to take up planks, and use pavement for truck hauling, this of course would require heavy sanding, which contractor would agree to do. We would also limit the loads to 3 and 1/2 cu.yds. Contractor Moceri would still be responsible for the pavement, and would be required to do all necessary patching. I would also suggest that he be required to guarantee the pavement through Canyonville. I have discussed these matters with Resident Engineer Nunn, and he is of the same opinion as myself.

Will you please wire a reply to me.

Yours very truly,

Geo. E. MacVicar

Geo. E. MacVicar
Resident Engineer.

FORM 2A 10M-3-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

ANSWERED
JUL 17 1922

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Canyonville, Ore. July 16, 1922.

RECEIVED
JUL 17 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir;

In the absence of Mr.Hodgman, Iam taking the liberty of writing you direct, on a matter that will require action very shortly.

Contractor Moceri has planked the pavement over the Compton Contract, on one side as was agreed upon, and has started hauling his material. From what little hauling has been done, it can readily be seen that this method will not be a success. The planking has been put down to take care of the south bound traffic, this means that the north bound traffic is confined to one track, which is already showing signs of rutting. On the south bound planked section, it seems impossible to hold the plank from shifting, even though the method of construction was as good as could be done under the condition; a timber 6"x 6" was embedded in shoulder parallel with pavement, 2" sand cushion was then put on pavement, planks then nailed to shoulder timber with 8" spikes, and fastened on other side with a guard rail of 4"x 6" timbers, I might state that the entire job did not have the guard rail, but it was found that section that was railed gave away before the others did. The shifting has caused the sand to push out, allowing the plank to churn into the pavement, which will result in the pavement being a total loss in a short time. Up to the present time we have been able to repair such places, but we are only hauling 100 cu.yds. a day, and when we start hauling 400 cu.yds. it will be impossible to keep pace with the repair work.

From present indications, it now appears that this job will be further delayed on account of hauling problems, and there does not seem to be any way out, unless the contractor is allowed to haul over the pavement, I would therefore ask that you grant permission to allow contractor to take up planks, and use pavement for truck hauling, this of course would require heavy sanding, which contractor would agree to do. We would also limit the loads to 3 and 1/2 cu.yds. Contractor Moceri would still be responsible for the pavement, and would be required to do all necessary patching. I wouldld also suggest that he be required to guarantee the pavement through Canyonville. I have discussed these matters with Resident Engineer Nunn, and he is of the same opinion as myself.

Will you please wire a reply to me.

Yours very truly,

Geo. E. MacVicar

Geo. E. MacVicar
Resident Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 15, 1922.

Job Name Canyonville - Galesville

Week from July 10 to July 15

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10 P.S.

Express and Freight Address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Material is now on Road for three days run. And it is expected that we will be paving by Wednesday. We have two miles of forms in. And one mile of finish grade completed. Grading is being done from Sta. 250 to 540. All grading will be completed by August 15th.

Detour from Sta. 5 to 115 is in good condition, and is being kept sprinkled.

Weather - fair

JUL 20 1922

Signed Geo. E. Maddux

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11 ½

Miles completed 0

Miles completed except finishing 7

Miles covered by contractor's forces 10

Miles cross-sectioned 11

Miles cross-sections completed and checked 0

Miles to be remeasured 11

Number men in Engineering Party 6

Contractor's average force for week 70 men,

10 teams, ... steam shovels

Grading work will be completed about Nov 30 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 ½

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about Nov 30 - 22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P B Percentage 100 %

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

July 14, 1922

Mr. E. A. Moseri,
Roseburg, Oregon.

Dear Sir:

Many complaints have come in from Canyonville regarding the dust nuisance caused by your hauling.

You will please take such measures as may be satisfactory to our resident engineer to eliminate this nuisance.

Respectfully,

State Highway Engineer.

HM:LM

July 14, 1922

Mr. Geo. E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

Dear Sir:

Please find enclosed a letter which is self-explanatory.

You will please require Mr. Mccori to sprinkle the street through the city or to use some gravel; in fact, under our contract he should be required to maintain this so that it is not a nuisance to those living on either side of the road.

Respectfully yours,

State Highway Engineer.

EEM:LM
1 Encl.

July 14, 1922

Mr. G. O. McGilvray,
Councilman,
Canyonville, Oregon.

Dear Mr. McGilvray:

Your letter of July 13th regarding dust nuisance received and I am taking this matter up through the resident engineer and will endeavor to have the road sprinkled or we will throw the pavement open.

It may be hard for people in Canyonville to understand why we do not allow Mr. Hoeri to use Compton's pavement, but it will be remembered that that is a guaranteed job and we would be unable to enforce a guarantee on Mr. Compton's work in case of damage.

Rest assured that I will do everything within my power to make living in Canyonville more pleasant.

Respectfully yours,

State Highway Engineer.

HH:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

July 13, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

REFERRED TO
Prof. Engr.
H. N.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal aid project No. 61 (Canyonville-Galesville section) have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,
C. E. PURCELL
District Engineer.
By [signature]
Acting

RECEIVED
JUL 14 1922
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2

State Oregon

Project No. 61

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

RECEIVED
MAY 16

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of May, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 67, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 21st day of February, 1922

a project statement, which was approved by the Secretary on the 17th day of April, 1922, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on April 17, 1922, and approved by the Secretary on the 8th day of June, 1922; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

two hundred seventeen thousand, nine hundred fifty-five and 19/100

dollars ($217,955.19) as the share of the United States payable under said act on account of said project, which does not exceed [illegible] per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State ...$235,034.00 from sale of Bonds authorized by Legislature under... (By act of the Legislature of) (date and citation), appropriating ... dollars.

Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920

*(b) By the County ... of ... (By tax levy or bond issue authorized by act of ... (date and citation).

*(c) ...

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between ...survey station 0+00, a point near the quarter section corner between Sections 11 and 14, T. 32 N., R. 5 W. (about one mile northeasterly from Galesville), and survey station 586+55 at Canyonville... terminal points, a distance of ...11.1... miles, known locally as ...the Canyonville-Galesville Section, Pacific Highway, Douglas County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

STRICKEN CWS

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed

(*a*) the said sum of two hundred seventeen thousand, nine hundred fifty-five and 19/100

dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673

per cent of three hundred fifty-six thousand, five hundred four and 50/100

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....

(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

.....the State Treasurer.....

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .....State..... of .....Oregon.....

(State or county.) (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $24,454.69 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

.....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 8th day of June, 1922.

STRICKEN OUT

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By R. A. BOOTH, ABSENT

Chairman, State Highway Commission
(Title of officer.)

By J. W. Lyon

Member, State Highway Commission
(Title of officer.)

[SEAL.]

By

Member, State Highway Commission
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

[SEAL.]

C. V. Maurer
Acting Secretary of Agriculture.

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+00, a point near the quarter section corner between Sections 11 and 14, T. 32 S., R. 5 W. (about one mile northeasterly from Galesville), and survey station 586+55 at Canyonville locally known as the Canyonville-Galesville Section, Pacific Highway, Douglas County, and designated in the records of this Department as Project No. 61, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $356,504.50 as the total estimated cost of said project, and the sum of $217,955.19 as the share of the United States, payable under said Act on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 9th day of June one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting *Secretary of Agriculture.*

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 8, 1922.

Job Name Canyonville - Glendale

Week from July 3 to July 8

Mail Address Canyonville Ore.

Highway Pacific

Telegraph or Telephone Address Co.

County Douglas Job Prefix 10 P.B.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The pavement north of Canyonville has been planted for laying out, and it is expected that material will be stored on grade, starting monday. Forms have been set and fine grading completed between station 0 and 45.

Grade widening is completed from sta. 0 to 350 and from 385 to 430.

Ostown from sta. 0 to 115 is being used r.d.w.

Weather - fair

JUL 25 1922

OREGON

STATE

Signed Geo. E. Mashburn

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

C.6 C.6

RT

GRADING CONSTRUCTION

Total miles of grading on project 11½

Miles completed 0

Miles completed except finishing 7

Miles covered by contractor's forces 10

Miles cross-sectioned 10

Miles cross-sections completed and checked 0

Miles to be remeasured 10

Number men in Engineering Party 6

Contractor's average force for week 70 men,

10 teams, 1 steam shovels

Grading work will be completed about Nov 30-22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11½

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place ✓

Job will be completed about Nov 30-22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.S. Percentage 100%

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Pit 61 /

Date July 1, 1922

Job Name Coquille - Bandon

Week from June 26 to July 1

Mail Address Coquille

Highway Pacific Highway

Telegraph or Telephone Address Co.

County Coos Job Prefix I P B

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Indian for paving pavement for trucking is now on the ground, and is expected that it will be laid by about the 4th. with everything now lined up, we should get started on paving about the 10th.

Grading teams and slopers are now working between sta 400 and 500. All grading work should be completed this month.

K.M.L.

Weather - fair

RECEIVED
JUL 24 1922
OREGON
STATE HIGHWAY COMMISSION

Signed Geo. E. Mallicoat

Title Dist Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

JUL 25 1922

GRADING CONSTRUCTION

Total miles of grading on project 11½

Miles completed 0

Miles completed except finishing 6

Miles covered by contractor's forces 10

Miles cross-sectioned 10

Miles cross-sections completed and checked 0

Miles to be remeasured 10

Number men in Engineering Party 6

Contractor's average force for week 70 men,

10 teams, ____ steam shovels

Grading work will be completed about Nov. 30-22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ____

Miles completed ____

Miles partially done ____

Average daily yardage placed this week ____

Average daily yardage necessary to complete on time ____

Contractor's average force for week ____ men,

____ teams, ____ trucks

Percentage of total required yardage now in place ____

Surfacing will be completed about ____

Number men in Engineering Party ____

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ____

Miles of preliminary staked ____

Miles of location staked ____

Per cent of field work complete ____

Per cent of office work complete ____

Number of days worked on this project ____

Number of men in party ____

Salary expense this week ____

All other expense this week ____

Previous total expenditure this survey ____

Total expenditure including this week ____

Survey will be completed about ____

Completed survey will cost about ____

Per mile cost of survey will be about ____

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11½

Miles paving completed ____

Average daily sq. yds. this week ____

Miles shoulders completed both sides ____

Contractor's average force for week ____ men,

____ teams, ____ trucks

Percentage of total required yardage now in place ____

Job will be completed about Nov. 30-22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P. B. Percentage 100

Other jobs ____ Percentage ____

Other jobs ____ Percentage ____

Other jobs ____ Percentage ____

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

JUN 26 1922

FIELD ENGINEER'S WEEKLY REPORT

Date June 24, 1922

Job Name Canyonville - Tiller

Week from June 19 to June 24

Mail Address Canyonville, Ore.

Highway Tiller

Telegraph or Telephone Address Do

County Douglas Job Prefix 10 P.B.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading work is completed from Sta. 0 to Sta. 235. Between Sta. 238 and 300 several rock points to be shot out. Trees and slopes are waiting between Sta. 300 and 380.

All detour work from 0+00 to 240 has been completed, and crew is now at work on detour from Station 240 to 325. The way work is lined up now, we will have six miles on which traffic will be detoured, which will only leave 5 miles to be paved in two strips. It is expected that traffic will be detoured over the first two miles of section the latter End of this week.

The work is ready to start now except for the haul from Canyonville north, which seems to offer many difficulties. Mr. Moore having obtained permission from the Highway Commission to plant pavement and truck over same, is now held up on that proposition as he cannot get the consent of Contractor Compton. Most of blasting is now on the ground. Cannot say at present time as to when work will commence.

Lawrence Butts employed at $4.00 per day

(See back of this sheet for instructions and detailed information.)

Signed Grant E. MacVicar

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11½

Miles completed 0

Miles completed except finishing 5

Miles covered by contractor's forces 6

Miles cross-sectioned 8

Miles cross-sections completed and checked 0

Miles to be remeasured 8

Number men in Engineering Party 6

Contractor's average force for week 10 *men,*

10 *teams,* 1 *steam shovels*

Grading work will be completed about Nov 30 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11½

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about Nov 30 - 22

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 PB *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

June 22, 1922.

10 AL

Mr. S. A. Moeri,
Roseburg, Oregon.

Dear Sir:

Your application to use section of highway under contract to Mr. Compton near Canyonville, received. This department has no objection to your using this section of highway under the following conditions:

1. That Mr. Compton's consent be obtained, with whatever arrangement with him is necessary to take care of delays or damage to him;

2. That the pavement be covered with a sand cushion and planked with 4 inch plank;

3. That all approaches to and from the road shall be carefully maintained and that the roadway itself be carefully maintained at all times;

4. That the state be assured by you that you will stand the expense of replacing or repairing any work destroyed on Mr. Compton's section.

Very truly yours,

State Highway Engineer.

HE:HI

WESTERN UNION

TELEGRAM

June 19, 1928

PR 6

Beaver Portland Cement Company,
Oregonian Building,
Portland, Oregon.

Gentlemen:

We wired you today as follows:

"Ship Moceri Glendale eight cars cement two each day STOP
Ship to Riddle three cars every two days until further notice."

which we now confirm.

This cement is for the Myrtle Creek-Canyonville job and should be shipped to S. A. Moceri, c/o Oregon State Highway Commission, freight prepaid. Invoices should be drawn Oregon State Highway Commission, S. A. Moceri, Canyonville Account.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

MAXIM

cc. S. A. Moceri, Roseburg, Oregon.

CLASS OF SE	RED
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1217A

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

June 19 1922

BEAVER PORTLAND CEMENT CO
[illegible] BUILDING
PORTLAND OREGON

SHIP EIGHT GLENDALE EIGHT CARS CEMENT TWO EACH DAY STOP SHIP TO RIDDLE THREE CARS EVERY TWO DAYS UNTIL FURTHER NOTICE

OREGON STATE HIGHWAY COMMISSION

DAY LETTER

Signed.....

Kindly sign the above and mail white copy to Herbert Nunn, State Highway Engineer, Salem, Oregon. Retain yellow copy for your files.

S.A. Meeri
Roseburg, Oregon.

Rental to be deducted from Cont. 510 Job. 10 PB

NOTED
J. C. McLEOD

J C Bluett

Salem, Oregon, June 8, 192 7

HERBERT NUNN,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We received from you in good running condition on ....., *192*....., *equipment consisting of the following:*

1 - 5-Ton Holt Caterpillar Tractor

for which we agree to pay a Monthly

rental of One Hundred and twenty-five and no/100 Dollard ($125.00)

We further agree to return this equipment to you in good running condition, minus reasonable wear and tear. Reasonable wear and tear is not to be construed to mean any broken or missing parts. All maintenance repairs, [redacted], shall be borne by us. All transportation charges arising from the delivery or return of this equipment shall be borne by us and rental shall be paid from the date shipment is made until delivered back to your shops.

It is also agreed that at the above rental prices this equipment shall not be operated over 250 hours in any one current month.

Signed S. A. Moceri

Signed .....

Kindly sign the above and mail white copy to Herbert Nunn, State Highway Engineer, Salem, Oregon. Retain yellow copy for your files.

S.A. Moceri
Roseburg, Oregon.

Rental to be deducted
from Cont. 510 Job. 10 PB

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 17, 1922

Job Name [illegible] Co.

Week from June 12 to June 17

Mail Address [illegible] Ore.

Highway [illegible]

Telegraph or Telephone Address [illegible]

County [illegible] Job Prefix [illegible]

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible] 195

[illegible] to Wed.

[illegible] Friday [illegible]

for [illegible]

[illegible] to record [illegible]

[illegible]

[illegible]

[illegible]

Crew now working on tile drains.

Resetting completed from sta. 0 to 360. Lines run & sectioned from 0 to 500.

Weather fair

RECEIVED JUN 24 1922 STATE OF OREGON HIGHWAY COMMISSION

Signed Geo E. Martin

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

TA ES

GRADING CONSTRUCTION

Total miles of grading on project 11+

Miles completed 0

Miles completed except finishing 1

Miles covered by contractor's forces 5

Miles cross-sectioned 7

Miles cross-sections completed and checked 0

Miles to be remeasured 7

Number men in Engineering Party 5

Contractor's average force for week 60 men,

8 teams, steam shovels

Grading work will be completed about Nov 30

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11+

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about Nov 30 - 22

Number men in Engineering Party

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

June 16, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are sending you herewith one copy of the estimate which was used as the basis of the project agreement for Oregon Federal Aid project No. 61 (Canyonville-Galesville section).

Yours very truly,

District Engineer.

PHONE MAIN 8868 Y
1212 SOUTH M. STREET
TACOMA, WASH.

PHONE ELL. 5478
609 THOMPSON BLDG.
SEATTLE, WASH.

S. A. MOCERI
SEWER AND PAVING
CONTRACTOR

REFERRED TO
P.A.K
BY H. N.

C 1/

Adjusted

Canyonville-Ore-June 16-1932

ANSWERED
HERBERT NUNN

Herbert Nunn, State Highway Engineer,

Salem, Oregon.

RECEIVED
JUN 19 1932
STATE HIGHWAY ENGINEER

Dear Sir:-

At the request of Mr. Moceri I am writing to ask if it will be possible to make some arrangement with you allowing us to make use of 2200 ft. of the pavement, recently laid by J.C. Compton Co. at Canyonville, in order to haul gravel, as we have been blocked by property owners in our efforts to obtain a right-of-way for a sideroad. We, of course, would agree to keep it well sanded and stand all expense incurred by reason of our running over this piece of pavement.

It is imperative that we get our gravel on the job if this work is to be completed this year as required by the State. If it is impossible to give us permission to do this until completion of the work we would appreciate a temporary order, for at least 10 or 15 days, in order to get gravel for tile and sufficient to start the work until some other arrangements can be

PHON MAIN 8868 TY
1212 SOUTH M. STREET
TACOMA, WASH.

PHONE ELL. 5475
609 THOMPSON BLDG.
SEATTLE, WASH.

S. A. MOCERI
SEWER AND PAVING
CONTRACTOR

made.

Would it be possible for the State to exert any pressure to help us obtain a sidetrack in case permanent arrangements cannot be made to run over the pavement. I would certainly appreciate it if it were possible for you to make a trip to Canyonville and go over the job with me with this end in view.

We are also very desirous of knowing whether we can use one-quarter inch expansion joint, at .08¢ per foot, as per price given Mr. Hodgman, instead of tie rods on the two strip paving. This expansion joint should be ordered immediately and would appreciate your earliest advices regarding both these matters.

Respectfully,
F. A. Hasson, Supt.

S. A. Moceri.

Form No. 39.

Pkt 61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 10, 1922.

Job Name Canyonville - Galesville

Week from June 5 to June 10

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10 P.B.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading crew working between Sta. 80 and 195, Culvert extension Grade from Sta. C to 320. Crew started laying 2 Ga. iron located from Sta. C to 300. Excavating done for Sta. C to 300.

It is expected that paving will start about the 24th. Delays are due to gravel hauling conditions. It being necessary to rebuild road from gravel quarry to Canyonville.

R.E.H.

Weather - showery

RECEIVED
JUN 20 1922
OREGON
STATE HIGHWAY COMMISSION

Signed Geo. E. Mathieu

Title Div. Engr.

(See back of this sheet for instructions and detailed information.)

PHONE SU. 2478

GRADING CONSTRUCTION

Total miles of grading on project 11

Miles completed 6

Miles completed except finishing 2

Miles covered by contractor's forces 11

Miles cross-sectioned 6

Miles cross-sections completed and checked 6

Miles to be remeasured 6

Number men in Engineering Party 2

Contractor's average force for week ..... 60 ..... *men,*

..... X ..... *teams,* ..... *steam shovels*

Grading work will be completed about ..... Nov. 30

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11.1

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about ..... Nov. 30 - 22

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 10 P.S. ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PHONE MAIN 5966 Y
121. SOUTH M. STREET
TACOMA, WASH.

PHONE ELL. 5475
609 THOMPSON BLDG.
SEATTLE, WASH.

PR 6 /

S. A. MOCERI
SEWER AND PAVING
CONTRACTOR

REFERRED TO
H. N.

RECEIVED
JUN 6 1922

Tacoma, Washington,

June 5, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed please find my estimates for the Canyonville-Galesville Section, Pacific Highway.

I ask your indulgence in that hereafter all my estimates and any communications that your office will have with me to be mailed to Roseburg, Oregon instead of Tacoma, as I am making headquarters in Roseburg.

On the 8th of June I will be in Salem, and if it will be convenient with you I wish you would met me in your office between 1 p.m. and 2 p.m., as I have some very important matters to take up with you in regard to the Canyonville paving.

Mr. Nunn
Please note

Very truly yours,

S. A. Moceri

SAM/MM.

Encl.

Form No. 39.

OREG[illegible] STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

P 1

Date June 3 - 1922, 192....

Job Name Canyonville - Galesville

Week from May 29 to June 3

Mail Address Canyonville Ore.

Highway Pacific

Telegraph or Telephone Address .....

County Douglas Job Prefix 10 P.B.

Express and Freight Address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

All grading work is now completed between Sta. 0 and 80, crew is now working between Sta. 80 and 130. Right of-way between Sta. 10 and 40 has been arranged for by the County Court.

Arrangements and settlement has been made for the between Station 0 and 244.

It is expected that pavement will be started on about the 15th.

Weather- fair

P 1

JUN 1 1922

Signed Geo. E. MacVicar

Title Res Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11 ½

Miles completed 6

Miles completed except finishing 1½

Miles covered by contractor's forces 2½

Miles cross-sectioned 5

Miles cross-sections completed and checked 0

Miles to be remeasured 5

Number men in Engineering Party 5

Contractor's average force for week 45 *men,*

16 *teams,* *steam shovels*

Grading work will be completed about Nov 30

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

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SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 ½

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about Nov. 30 - 22

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. *Percentage* 100%

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

NOTED
H.M.

May 29th, 1922.

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

PR #61

Dear Sir:

Reference is made to your letter of May 27th making inquiry in regard to tie bars and reinforcement for use in the pavement on the Canyonville-Calesville Section.

The tie bars to be used in tying together the two strips of pavement should be 1/2" square deformed bars, 36" in length. These bars should be spaced 5' 0" to C. the end bars in each slab being 2½' from the end of the slab.

As regards the reinforcements of pavements, will state that we have no particular standard in this respect, the quantity of reinforcing steel to be used being more or less variable with the condition of the sub-grade. The only section of pavement which we have reinforced to any considerable extent is the section between Oregon City and Portland on the west side of the Willamette River. On this project the pavement was reinforced over the entire length of the job; not on account of a particularly unstable sub-grade but due to the fact that we desired to construct a particularly high grade piece of pavement over this section of highway, which is sub-

jected to a very large amount of heavy traffic. The type of reinforcement which we used on that section consisted of ½" square bars, extending around the perimeter of each slab 6" from the edges and ends. In addition to this, transverse bars of ½" square deformed material were placed at intervals of approximately 5', there being five of these transverse bars in addition to the bars at the ends of each slab.

We enclose herewith a blue print showing the type of reinforcement used on that project.

Yours very truly,

[redacted]
State Highway Engineer.

By

Office Engineer.

[redacted]
Enc

CC to Geo. Enc Vlear,
Medford, Ore.

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
May 27, 1922.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert.

Dear Sir:-

Please advise as to the length and size of bars used to tie concrete pavement together where same is laid in two strips.

Please furnish this office with a sketch showing size and spacing of bars used in reinforced concrete pavement.

Kindly furnish Mr. MacVicar, Resident Engineer at Canyonville, with a blue print of the above.

Very truly yours,

K E Hodgman.

K. E. Hodgman,
Division Engineer.

ANSWERED
S. H. Probert

RECEIVED
MAY 29 1922

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 27, 1922.

Job Name Canyonville

Week from May 22 to May 27

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do

County Douglas Job Prefix 16 P.E.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grade on Sta. 220 to 305 Stage No. 1 and 2 to be completed next week. Forms and posts for wall from Sta. 220 to 305 have been all staked on ground, however additional stakes are necessary, and will be done next week.

4911.

Sta. 1 to 220 Stage No. 1 Complete

RECEIVED
JUN 10 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing 6

Miles covered by contractor's forces .....

Miles cross-sectioned 2 1/4

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... 7 11 .....*men,*

..... *teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ..... 11 -

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about ..... Nov 30 - 22 .....

Number men in Engineering Party ..... 5.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 16 PB ..... *Percentage* ..... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 27, 1922.

Job Name Canyonville - Tunnel

Week from May 22 to May 27

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address —

County Douglas Job Prefix U P E

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Finished up the long fill on Sta. 9E and 9E, 1 ft. and tied up plan and profile. Finished up cross sections on Sta. 220 to 305. Ties for lines all staked on tacks, Lantern Rental Expires as necessary, and mileage to Roads Next Week.

Apvd.

Statistical Report Attached.

RECEIVED
JUN 10 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information)

Signed W. E. Wallace

Title Asst. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing 6

Miles covered by contractor's forces 12

Miles cross-sectioned 2 1/2

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 2

Contractor's average force for week ..... 20 men,

..... 1 teams, ... steam shovels

Grading work will be completed about ..... Nov 30 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ..... 11 -

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about ..... Nov 30 - 22

Number men in Engineering Party ..... 5.

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

all jobs upon which you have worked this week with per ntage of this week's time on each.

This job ..... 10 PB ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

May 28, 1928

United States Fidelity & Guaranty Company,
c/o J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith copy of the executed contract between E. A. Macari and the State Highway Commission for 11.1 miles of paving between Canyonville and Galesville, our contract No. 810.

Very truly yours,

Secretary.

BAK:DM
1 encl.

PR
61

May 22, 1928

Mr. E. A. Mecori,
Roseburg, Oregon.

Dear Sir:

I am handing you herewith a copy of the executed contract No. 510, which covers 11.1 miles of paving between Canyonville-Galesville on the Pacific Highway in Douglas County.

Very truly yours,

Secretary.

BAK:EM
1 Encl.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 20, 1922

Job Name Canyonville - Galesville

Week from May 15 to May 20

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas Job Prefix 10 P.B.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading work between sta. 0700 and 72 is now covered by contractors outfit. Owing to right of way trouble between sta. 10 and 30, no work has been done, the County Court expect to have this matter adjusted the first part of next week, we will then move outfit back on this section.

Location has been made from sta. 190 to 220. Section stakes have been set from sta. 0 to 129.

K.E.H.

Weather- Monday to Thursday - fair
Friday & saturday - showery

MAY 27 1922

Signed Geo. E. MacLean

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11.1

Miles completed .....

Miles completed except finishing .6

Miles covered by contractor's forces .6

Miles cross-sectioned 2 1/2

Miles cross-sections completed and checked ✓

Miles to be remeasured ✓

Number men in Engineering Party 5

Contractor's average force for week 21 men,

11 teams, ✓ steam shovels

Grading work will be completed about Nov. 30-22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11.1

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about Nov. 30-22

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

OREGON STATE HIGHWAY COMMISSION

May 17, 1922.

10 AL

Mr. K. E. Bridgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

Your letter of May 12th, regarding expansion joints on Canyonville-Galesville Section, received.

I have given careful consideration to the use of longitudinal expansion joints in this work, but find that it will cost about $7,000 at the bid price, which is 14 cents per foot. Because of this excessive cost, I have decided to use the cold joint and you will please instruct the contractor accordingly.

In case this joint should open under the severe weather conditions in the canyon, it can be pointed with asphalt or asphaltic mastic at a later date.

Respectfully,

State Highway Engineer.

EN:HI

May 17, 1922.

10 AL

Mr. E. E. Hodgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

Your letter of May 12th, regarding expansion joints on Canyonville-Galesville Section, received.

I have given careful consideration to the use of longitudinal expansion joints in this work, but find that it will cost about $7,000 at the bid price, which is 14 cents per foot. Because of this excessive cost, I have decided to use the cold joint and you will please instruct the contractor accordingly.

In case this joint should open under the severe weather conditions in the canyon, it can be poured with asphalt or asphaltic mastic at a later date.

Respectfully,

State Highway Engineer.

EM:HI

A
[illegible] A. BOOTH, EUGENE, CHAIRMAN
[illegible] LON, PORTLAND
W. J. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER
ANSWERED
HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
May 12, 1922.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Upon your last visit, I asked whether you wished cold or expansion joints between the two strips where the concrete is laid in two strips on the Canyonville-Galesville Section.

You stated that you preferred the expansion joints but asked me to write asking for final instructions in the matter. Please advise so I can notify the contractor.

Very truly yours,

K. E. Hodgman

K. E. Hodgman,
Division Engineer.

Expansion joint will cost 14 cents per foot. About $7,000. for the job.
H.N.

RECEIVED
MAY 13 1922
OREGON
STATE HIGHWAY COMMISSION

Form No. 30.

OREG STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PRF 9 1

Date May 15, 1922.

Job Name Canyonville - Galesville

Week from May 8 to May 13.

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Co.

County Douglas Job Prefix 1 PE

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading work was started on south end of work on Tuesday May 9th.

Centerline has been established from Sta. 0 to 190. Preliminary line has been run from Sta. 190 to 290. Preliminary Xsects have been taken from Sta. 0 to 180.

Wayne Boyle and L. Wold have been employed as chainmen, having reported for work on May 12th.

Weather - Monday & Thursday - Showers
Friday & Saturday - fair

K.E.J.

RECEIVED
MAY 18 1922
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

(See back of this sheet for instructions and detailed information.)

Signed Geo. E. Maclean

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11+

Miles completed

Miles completed except finishing

Miles covered by contractor's forces 1/4

Miles cross-sectioned 1/2

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party 4+1/2

Contractor's average force for week 10 *men,*

6 *teams,* *steam shovels*

Grading work will be completed about Nov. 30 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11+

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about Nov. 30 - 22

Number men in Engineering Party 4+1/2

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. *Percentage* 100

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

May 13th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File FR 61

Dear Sir:

Herewith we are returning to you three copies of project agreement on the Canyonville-Galesville Section, Oregon Federal Aid Project No. 61.

These agreements have been executed by the State Highway Commission.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Mic. by J.W. DeCoux — Office Engineer.
GHC
Encls

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

April 28, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith three copies of proposed project agreement for Oregon Federal Aid project #61 for the signature of the State Highway Commission.

Yours very truly,

C. H. PURCELL
District Engineer
By _____
Acting

Form No. 39.

OREG STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 6, 1922

Job Name Canyonville - Galesville

Week from May 1 to May 6

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do.

County Douglas. Job Prefix 10 P.B.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party has been engaged in retracing line and making revisions between station 0 and 200. Line has been referenced out and center line levels run between above mentioned stations.

Contractor expects to start on grading work about middle of next week.

Elton Ballenbaugh has been employed as experienced Chainman at a salary of $100.00, Reported for work on May 1, 22.

P.21.

Weather- Cloudy.

NOTED
H. C. GURDEN

RECEIVED
MAY 10 1922
OREGON
STATE HIGHWAY COMMISSION

Signed Geo. E. MacVicar

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11 ✓

Miles completed ✓

Miles completed except finishing ✓

Miles covered by contractor's forces ✓

Miles cross-sectioned ✓

Miles cross-sections completed and checked ✓

Miles to be remeasured ✓

Number men in Engineering Party 4 ✓

Contractor's average force for week ✓ *men,*

✓ *teams,* ✓ *steam shovels*

Grading work will be completed about Dec. 30 - 22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 ✓

Miles paving completed ✓

Average daily sq. yds. this week ✓

Miles shoulders completed both sides ✓

Contractor's average force for week ✓ *men,*

✓ *teams,* ✓ *trucks*

Percentage of total required yardage now in place ✓

Job will be completed about Dec. 30-22

Number men in Engineering Party 4

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. *Percentage* 100

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

For information of Herbert Nunn, State Highway Engineer.

Medford, Oregon,
April 29, 1922.

RECEIVED
MAY 1 1922
OREGON
HIGHWAY COMMISSION

Mr. S. A. Moore,
Contractor,
Canyonville, Oregon.

Dear Sir:-

I saw Mr. Compton, in company with Mr. Nunn, yesterday re arrangement with you about hauling over his work to Canyonville. He stated that he did not feel justified in allowing you to go over his work but that he would do so if the Engineers insisted. He was told that the engineering department did not feel that they should ask him to make any arrangement that would interfere with his work or delay completion of same. That this was matter for the Contractors to adjust between themselves and if the agreement does not interfere with the States interests, that it would be approved by the State.

As the specifications specifically states that the contractors would not be allowed to haul over Mr. Compton's work, it would not be fair to the unsuccessful contractors if we insisted that Mr. Compton do so.

Mr. Nunn was opposed to the building of new roads, either along side the highway or by straddling the ditches as the present slopes would be cut up and whenever it rained, the new road would become impassable and then it would become necessary, for you, to make other arrangements for obtaining gravel.

I am writing this so that you can either make an agreement with Mr. Compton and have it approved by the state or make other arrangements that will not necessitate hauling over the other work.

Very truly yours,

K. K. Hodgman,
Division Engineer.

cc to:-
Herbert Nunn,
Geo. E. MacVicar.

John R. Bland, President. — Cap. Paid in Cash $4,500,000

WE WILL BOND YOU — FIDELITY — JUDICIAL — CASUALTY — CONTRACT

United States Fidelity and Guaranty Company

J. L. HARTMAN CO.
GENERAL AGENT
NO. 7 CHAMBER OF COMMERCE BUILDING
PHONE: BROADWAY 6034

PORTLAND, ORE.,
April 24th, 1922.

Mr. Roy A. Klein, Secy.,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Your favor of April 21st, enclosing four copies of contract bond of S. A. Moceri and State of Oregon for paving the Canyonville and Galesville Section on the Pacific Highway in Douglas County, was received this morning, the bonds immediately executed and returned for the approval of the Commission.

When the matter has been completed, we would appreciate it if you would favor us with the customary copy of contract and bond.

Very truly yours,
J. L. HARTMAN COMPANY

BY

DRT:B

April 22, 1922

C.H.Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

PR #61

Dear Sir:

We are today returning to you, under separate cover, the 400' scale final grading construction profile for the Canyonville-Galesville Section.

You will recall that this profile was sent to us for use in connection with the preparations for the Federal Aid plans for the Canyonville-Galesville post road project.

Very truly yours,

HERBERT NUHN

State Highway Engineer

By

SHP:VLB

Office Engineer

Ref 1

April 21, 1922

Mr. Douglas H. Tate, Manager,
Casualty & Surety Departments,
Chamber of Commerce Building,
Portland, Oregon.

Dear Sir:

Please find enclosed four copies of contract No. 510, which provides for 11.1 miles of paving between Canyonville and Galesville on the Pacific Highway in Douglas County.

Mr. Moeri was in the office this morning and signed the contracts and bonds and requested that we forward the contracts to you for execution. After this has been done, please return all the copies to this office for the signatures of the members of the Highway Commission, after which we will furnish you with a copy for your files, if you desire.

Very truly yours,

Secretary.

BAK:LM
4 Encls.

April 18th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 61

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for project agreement on the Canyonville-Galesville Section, Oregon Federal Aid Project No. 61.

Yours very truly,

HERBERT HUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J.W. DeSouza
[redacted]
[redacted]

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. 61

Canyonville-Calesville Section of the Pacific Highway in Douglas Co.
(Estimates as basis for project agreement. Based on contract prices)

11.1 miles of Concrete Pavement

Salem, Oregon April 18, 1922

130,000	Cu.Yds	Preparation of Sub-grade	.05	6,500.00
118,000	Sq.Yds	Type "A" Pavement	2.35	277,300.00
35,000	Lin.Ft	Expansion Joints	.14	4,900.00
22,000	Lbs.	Bar Reinforcement	.06	1,320.00
500	Lin.Ft	Concrete Curb	1.00	500.00
75,000	Sq.Yds	Placing Pavement in two strips	.08	6,000.00
5,000	Cu.Yds	Common Excavation	.60	3,000.00
4,000	" "	Intermediate "	.90	3,600.00
14,000	" "	Solid Rock "	1.25	17,500.00
9,000	Stn.Yds	Overhaul	.03	270.00
200	Lin.Ft	12" Plain Concrete Pipe	2.00	400.00
60	" "	18" Reinf. " "	2.75	165.00
80	" "	24" " " "	4.00	320.00
70	" "	30" " " "	6.00	420.00
2,000	" "	6""Porous Drain Tile	.25	500.00
300	Cu.Yds	Backfill for Tile Drains	3.00	900.00
20	" "	Class "C" Concrete	25.00	500.00
			Sub-total	324,095.00
			10% Engr. & Cont.	32,409.50
			Total	356,504.50

State Funds Available $138,549.31
Federal Aid Requested 217,955.19
356,504.50

Federal Aid Recommended $_____

R. A. BOOTH, EUGENE, CHAIRMAN
[illegible] VEON, PORTLAND
W. H. GARRATT, HEPPNER
ROY A. KLEIN, SECRETARY

COMMISSIONERS

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR 61

OREGON STATE HIGHWAY COMMISSION

SALEM

April 17th, 1922.

Mr. Roy Nunn,
Resident Engineer,
Myrtle Creek, Oregon.

Dear Sir:

Please be advised that we have assigned prefix 10 PB to paving the Canyonville-Galesville Section.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Dic. by H.B. Glaisyer — Office Engineer.
CMC

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canyonville-Galesville

Myrtle Creek, Ore
Apr 14 1922.

Herbert Nunn
State Hgh Eng
Salem Ore.

Dear Sir

Please permit me with the consent of members of The Canyonville-Galesville Comp to

Respectfully
Roy Dunn
Pres.

RECEIVED
APR 15 1922
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H B.O

April 14th, 1922.

Mr. Roy Nunn,
Resident Engineer,
Myrtle Creek, Oregon.

Dear Sir:

In accordance with your letter of April 13th, we are today mailing to you, under separate cover, the final construction profile for the Wolf Creek-Galesville Section of the Pacific Highway.

Kindly return this profile as soon as you have obtained from it the information which you desire.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer

SHP:CMC

...UGENE, CHAIRMAN
...N, PORTLAND
...S. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Myrtle Creek, Ore
Apr. 13, 1922

Herbert Nunn.
State High Eng
Att. Mr. Herbert
Dear Sir,

Would like to have Van Scoy's Pavement Profile on the Galesville end of the Galesville-Canyonville Gol. Am making a grading profile for the Canyonville - Galesville Gol and would like to tie into that grade.

Respectfully,
Ray Dunn
Res. Eng

ANSWERED
S. H. Prelim

RECEIVED
APR 14 1922
OREGON
STATE ... COMMISSION

April 10th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 61

Dear Sir:

Herewith we are sending you six copies each of estimates and unit price analyses on the Canyonville-Galesville Section, Oregon Federal Aid Project #61.

Four blue print sets of plans are going forward under separate cover.

Yours very truly,

HERBERT NUHN,
State Highway Engineer,

By

Dic. by J.W. De Sousa — Office Engineer.
CHC
Encls

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 61

Canyonville-Galesville Section of the Pacific Highway in Douglas County

(Estimate with plans. Not as basis for project Agreement.)

11.10 miles of Paving — Salem, Oregon, April 10, 1922.

TYPE "C" ALTERNATE

150,000	Sq. Yds.	Preparation of Sub-grade	.04	6,000.00
85,000	" "	Five-inch Bituminous Pavement	1.99	169,150.00
33,000	" "	Concrete Shoulders	3.06	100,980.00
9,000	Cu. Yds.	Brok. Stone or Cr. Grav. Sub-base	2.50	22,500.00
500	Lin. Ft.	Concrete Curb	1.40	700.00
5,000	Cu. Yds.	Common Excavation	.40	2,000.00
4,000	" "	Intermediate "	.60	2,400.00
14,000	" "	Solid Rock "	1.15	16,100.00
9,000	Sq. Yds.	Overhaul	.05	450.00
200	Lin. Ft.	12" Plain Concrete Pipe	2.00	400.00
60	" "	18" Reinf. " "	3.00	180.00
80	" "	24" " " "	4.00	320.00
70	" "	30" " " "	5.00	350.00
2,000	" "	6" Porous Drain Tile	.30	600.00
300	Cu. Yds.	Rock or Gravel Backfill for Drain	2.50	750.00
20	" "	Class "C" Concrete	25.00	500.00
		Sub-total		$333,230.00
		10% Engr. & Cont.		32,323.00
				$ 365,553.00

Cost per mile $32,031.80

State Funds Available	$130,179.52
Federal Aid Requested	217,373.48
	$365,553.00

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 61

CANYONVILLE-GALESVILLE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY.

(Estimate with plans. Not as basis for project agreement.)

11.10 miles of Paving Salem, Oregon, April 10, 1922

TYPE "A" ALTERNATE.

130,000	Sq. Yds.	Preparation of Sub-grade	.04½	$ 5,850.00
110,000	" "	Type "A" Pavement	2.65	312,700.00
26,000	Lin. Ft.	Expansion Joints	.12	3,300.00
22,000	Lbs.	Bar Reinforcement	.08	1,760.00
500	Lin. Ft.	Concrete Curb	1.40	700.00
75,000	Sq. Yds.	Placing Pavement in two strips	.15	11,250.00
5,000	Cu. Yds.	Common Excavation	.40	2,000.00
4,000	" "	Intermediate "	.60	2,400.00
14,000	" "	Solid Rock "	1.15	16,100.00
9,000	Sta. Yds.	Overhaul	.05	450.00
200	Lin. Ft.	12" Plain Concrete Pipe	2.00	400.00
60	" "	18" Reinf. " "	3.00	180.00
80	" "	24" " " "	4.00	320.00
70	" "	30" " " "	5.00	350.00
2,000	" "	6" Porous Drain Tile	.30	600.00
300	Cu. Yds.	Backfill for Tile Drains	2.50	750.00
20	" "	Class "C" Concrete	25.00	500.00
		Sub-total		$ 360,510.00
		10% Engr. & Cont.		36,051.00
		Total		396,561.00

Cost per mile $35,721.62

UNIT PRICE ANALYSIS

CONCRETE PAVEMENT

Section CANYONVILLE GALESVILLE - Project 61

County DOUGLAS

Date of Bids _____

Width 18' Thickness 7" Mix 1:2:3

	Cement ~~Sand~~ bbl.	Sand cu. yd.	Cu. yd.	Material and Manipulation Costs Converted to Square Yards of Pavement.
Cost at origin (f.o.b.net) . . .	Riddle 3.36	0.03	0.03	
Quarry, crush, screen, etc. . .		1.00	0.60	
Freight				
Length of haul (f.o.b. to plant)	11½	7	7	
Load, haul, dump, etc.	0.35	1.40	1.40	
Total	3.71	2.43	2.03	
10% loss in handling	0.37	0.24	0.20	
Quan. per cu.yd. conc.	1.66	.50	.74	
Cost of mtls. per cu.yd. conc. .	6.77	1.34	1.65	9.76

Mixing per cu. yd.	.55
Place, forms, etc. cu.yd.. . . .	.70
Total.	11.01
Cu.yds. conc. per sq.yd.pavement	0.194
Cost per sq. yd.	2.13
Finish, cure,etc. per sq.yd. . .	.10
Prep. of subgrade per sq.yd. . .	
Equipment, overhead,etc.(sq.yd.)	.07
Total cost	2.30
15 % profit	.35
Estimated Bid Price.	2.65

Source of cement _____

Source of sand Umpqua River above Canyonville

Source of course agg. " "

Estimate made by K. E. Hodgman

Estimate data by _____

Date March 27, 1922

Remarks _____

UNIT PRICE ANALYSIS

TYPE "F" PAVEMENT

Section CANYONVILLE-GALESVILLE
County DOUGLAS
Date of Bids
Width 13' Thickness 5' Base 3' Top 2"

	Asphalt Ton	Filler Ton	Sand Cu.yd.	Cu.Yds.	Material and Manipulation Costs Converted to sq. yds. of pavement
	Tank Cars				
Cost at Origin (f.o.b.mot). RIDDLE	22.10	3.50	0.03	0.03	$1.46
Quarry, crush, screen, etc.			1.00	0.60	0.50
Freight		6.35			0.60
Haul (miles f.o.b. to plant)	6	6	1.5	1.5	2.56
Load, haul, dump, etc., heat & store	3.60	1.40	0.35	0.35	1 .8
Total	25.70	11.25	1.38	0.98	1.42
10% loss in handling	2.57	1.12	0.14	0.10	0.15
Total	28.27	12.37	1.52	1.08	0.06
Quantity per 1000 lb. batch	60#	30#	.10	.25	0.10
Cost	0.85	0.19	0.15	0.27	0.26
					1.99

Source of Asphalt
Source of Filler
Source of Sand Umpqua River above Canyonville
Source of course agg. " " "
Set up of plant Canyonville
Estimate made by K. E. Hodgman,
Estimate data by " " "
Date March 27, 1922
Remarks

Mixing per batch
Haul (6 mi. @ 10¢ per batch)
Total
Average pull
Cost per square yard
Place, roll, headers, etc.
Seal coat.
Equip., overhead, etc.
15 % profit.
Estimated bid price

UNIT PRICE ANALYSIS

CONCRETE ~~PAVEMENT~~ SHOULDERS

Section CANYONVILLE-GALESVILLE - Project 61

County DOUGLAS

Date of Bids 4/14/22

Width 2½' Thickness 7" Mix 1:2:3

	Cement Brand bbl	Sand cu. yd.	Cu. yd.	Material and Manipulation Costs Converted to Square Yards of Pavement.
	Alpha			
Cost at origin (f.o.b.net) . . .	3.36	0.03	0.03	
Quarry, crush, screen, etc. . .		1.00	0.60	
Freight				
Length of haul (f.o.b. to plant)	11½ Mi	7 Mi	7 Mi	
Load, haul, dump, etc.	0.35	1.40	1.40	
Total	$3.71	2.43	2.03	
10% loss in handling	.37	.24	.20	
Quan. per cu.yd. conc.	1.66	.50	.74	
Cost of mtls. per cu.yd. conc. .	6.77	1.34	1.65	9.76
Mixing per cu. yd.				.70
Place, forms, etc. cu.yd.. . .				.95
Total.				11.41
Cu.yds. conc. per sq.yd.pavement				0.194
Cost per sq. yd.				2.21
Finish, cure,etc. per sq.yd. . .				.15
Bar Reinf. 2.3# @ 7#/				.17
~~Prep. of subgrade~~ per sq.yd. . . Expansion Joints				.06
Equipment, overhead,etc.(sq.yd.)				.10
Total cost				2.66
15 % profit				.40
Estimated Bid Price.				3.06

Source of cement Umpqua River

Source of sand above Canyonville

Source of course agg. " "

Estimate made by K. B. Hodgman

Estimate data by " " "

Date March 5, 1922

Remarks

April 8th, 1922.

Mr. O. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR #61

Dear Sir:

For your information, we are enclosing herewith a copy of the specifications and a blue print of the typical cross section plan for a third alternate type of construction upon which bids will be considered by the Highway Commission in connection with the paving of the Sexton Mountain and Canyonville-Galesville Projects.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

SHP:GMC
Encls

Office Engineer.

April 7th, 1922

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon. File PR 61

Dear Sir:

Herewith we are sending you six copies each of special provisions for concrete curbs, concrete shoulders, and clause re cement on the Canyonville-Galesville Section, Oregon Federal Aid Project #61.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Dic. by J.W.DeCoux Office Engineer.
CHC
Encls

CONCRETE SHOULDERS

Description:

The item "concrete shoulders" shall be understood to be the Portland cement concrete portion, of a combination type of pavement consisting of a strip of bituminous pavement laid between two strips of concrete pavement. Concrete shoulders shall be of the width, thickne s and form indicated on the plans, and shall be constructed in accordance with the following specifications.

Sub-grade and Sub-base:-

The sub-grade and sub-base for the combination type of pavement of which concrete shoulders are a part, shall be prepared, constructed and maintained in accordance with the standard specification for "Preparation of Sub-grade" supplemented by such special provisions as may pertain thereto.

The preparation of sub-grade and the construction of sub-base for the bituminous portion of Type "C" Pavement shall be handled simultaneously with the preparation of sub-grade and the construction of sub-base for the concrete portions, and in no case shall concrete shoulders be constructed upon a sub-grade or sub-base for which the preparation of sub-grade and construction of sub-base has not been completed over the entire width of the roadway.

Materials, Details of Construction, etc.:-

All clauses applying to the construction of "Portland Cement Concrete Pavement" except as specifically excepted below, shall apply to the construction of "Concrete Shoulders."

(1) Forms:- The thickness of wood forms need not be more than one and three quarters (1¾) inches provided they are so braced as to be absolutely rigid. Forms for both sides of the pavement shall be constructed simultaneously, and shall be checked one with the other for crown, cross-slope and superelevation by means of suitable templates which must be furnished by the contractor.

(2) Finishing:- The surface of the concrete shall be struck off with a suitable template or strike board, the direction of striking being away from the expansion joints for that portion of the surface within three (3) feet of the joint. The surface shall be rolled longitudinally with a metal roller from eight to twelve inches in diameter and weighing approximately fifteen pounds per foot of width. The roller shall be passed over the surface at least three times with intervals of from

five to fifteen minutes between each passage.

After the rolling has been completed, the surface shall be float finished with suitable light board floats. Particular care shall be exercised in the finishing adjacent to expansion joints to avoid the surface on one side of the joint being higher than the surface on the other. To this end, straddle floats shall be used, and any excess of concrete on either side of the joint shall be removed.

Outside edges of slabs shall be rounded to one-half (½) inch radius, and inside edges and edges adjacent to expansion joints shall be rounded to one-quarter (¼) inch radius.

Unless otherwise instructed by the Engineer, slabs shall be marked every ten feet with a mark one-quarter inch in depth, extending the entire width of the slab and at right angles thereto.

(3) Expansion Joints:- Expansion joints shall be placed thirty (30) feet apart. They shall be constructed in accordance with the specification for expansion joints as given on page 48 of the standard specificaion form.

(4) Reinforcement:- Each slab in the concrete shoulder shall be reinforced with three longitudinal lines of one-quarter (¼) inch square deformed bars. If spliced bars are used the laps shall be not less than fifteen (15) inches. Bars must terminate within one (1) inch of the ends of slabs.

(5) Protection:- The contractor shall use the utmost care to prevent displacement of or injury to concrete shoulders. Until thirty days have elapsed from the time of pouring concrete, no load of any kind shall be allowed to come upon the concrete, and after that date trucks and other traffic will be allowed to come upon or cross-over the shoulders only when suitable planked run-offs are provided.

Bituminous pavement shall in no case be placed between shoulders which have been in place for less than thirty (30) days. In rolling the courses of bituminous pavement care shall be taken to avoid injury to or displacement of the shoulder slabs.

Concrete shoulder slabs injured or displaced during construction or prior to final completion and acceptance of the work, shall be taken out and replaced with new slabs, all expense in connection therewith being borne by the contractor.

(6) Placing Bituminous Pavement:- Immediately prior to the placing of bituminous base or bituminous wearing surface between the concrete shoulders, the inner edges of the shoulders shall be given a paint coat of hot asphalt.

The bituminous pavement shall be so laid that the top surface of the wearing course at the point where it comes in contact with the concrete shoulder, will be one-quarter of an inch above the top surface of the shoulder.

Measurement and Payment:-

Concrete shoulders will be paid for at the price bid per square yard for this item. This price shall be understood to cover the furnishing of materials, the furnishing of forms, and the performance of all work incidental to the complete construction of the shoulders, including expansion joints and reinforcement. It shall also include and cover the curing of the concrete and the protection of same until cured and until all work under the contract is completed.

CONCRETE CURBS

Description.

Concrete curbs of the types shown on the plans and specified hereinafter shall be constructed at such places as the plans may indicate or as the engineer may designate.

Concrete:

The concrete shall be of the same kind and class as concrete for Portland Cement Concrete Pavement.

Forms:

Forms may be of either wood or steel. They shall be of such construction and shall be so staked and braced as to firmly hold their position, true to line, grade and cross-section, until the concrete has taken its set. On curves, the forms shall be curved to truly and accurately conform with the centerline curvature as established by the Engineer. Wood forms shall be constructed of only good quality, well seasoned, surfaced and matched fir lumber.

Any form material or forms which in the opinion of the Engineer, are unsuited for use, or for further use, shall be discarded and replaced with suitable material or forms. Forms for each continuous line of curb less than two hundred feet in length must be entirely completed and in place prior to the pouring of any part of that curb. Forms for continuous lines of curb more than two hundred feet in length shall be constructed and in place at least two hundred feet in advance of the pouring of concrete. Concrete shall not be poured until the forms have been inspected and approved by the Engineer.

Construction Methods:

(a) Curbs for Concrete Pavement: In connection with concrete pavements, the portion of the curb below the surface level of the pavement shall be poured at the same time that the pavement is poured. Before the concrete in this portion of the curb has taken its set, the steel reinforcing bars shown in the plan shall be embedded in the concrete to the depths and in the positions indicated. Also the concrete shall be roughened to insure bond, or shall have partially embedded in it stones or rock fragments from two to three inches in diameter. The extent to which this roughening or embedding of stones or rock fragments shall be carried, shall be determined by the Engineer and shall be such as to insure the maximum bond and shear strength between the upper and lower portions of the curb.

After the concrete pavement and the lower portion of the curb has cured sufficiently to permit of further work on the curb without injury, the forms for the portion of the curb above the surface level of the pavement shall be put in place and the pouring of the curbs completed.

(b) Curbs for Bituminous Pavement With Concrete Shoulders: When curbs are to be constructed in connection with bituminous pavement having concrete shoulders, the curb forms shall be built integral with the shoulder forms and the curb and shoulder shall be poured monolithicly. Reinforcement shall be placed as indicated in the plans.

Construction Details:

Wherever an expansion joint occurs in the pavement or concrete shoulder, adjacent to the curb, an expansion joint of the same thickness and of the same material shall be placed in the curb. The finished expansion joints shall true in plane, shall be accurately at right angles to the curb, and shall completely sever the concrete.

Curb placed in connection with concrete shoulder types of pavement shall be "Marked" at the same intervals and in the same manner as the concrete shoulders are marked. The marking shall extend across the top and down each side of the curb.

Concrete shall be placed in layers not more than (7) inches in depth, and shall be tamped and spaded to insure elimination of voids and pockets and to give the proper mortar finish to all exposed surfaces.

Corners shall be champhered or tooled to the dimensions and radii indicated on the plans. Edges adjacent to expansion joints shall be tooled to one-quarter ($\frac{1}{4}$) inch radius.

Drainage openings shall be provided wherever required, and shall be of the size and shape ordered by the Engineer.

Ends of curbs shall be tapered down to the surface of the pavement, or shall be flared or turned out, which of these treatments is to be used to be as ordered by the Engineer. The taper, when used, shall be of the length shown on the plans or ordered by the Engineer, and the pay length of curb

shall include the length of the taper. Flares, when used, shall be curved in form, the radius and length to be as ordered by the Engineer. Foundations for flared curbs shall be prepared as the Engineer may instruct, payment for such extra concrete as may be required to be paid for at Twenty-five ($25.00) Dollars per cubic yard, which price shall include payment for excavation and all other incidental work.

Forms shall be removed within twenty-four (24) hours after the concrete has been placed and all exposed surfaces shall be rubbed down with suitable tools until all form marks are removed, and until the surface is smooth and uniform in appearance. With the engineer's approval, minor defects in the surface may be filled with a mortar composed of one part of Portland cement and two parts of fine aggregate. Plastering will not be permitted and sections of curb showing poor workmanship or defective construction shall be torn out and replaced, at the contractor's expense and in a manner satisfactory to the Engineer.

Concrete curbs shall be covered and kept wet for at least ten days after the concrete is poured, and they shall be otherwise protected against all detrimental action and injury until all work under the contract is completed.

Measurement and Payment:

Concrete curbs, shall be paid for at the price bid per lineal foot that item. A lineal foot of curb shall be understood to be a lineal foot of curb on one side of the pavement only. The price bid per lineal foot shall be understood to include and cover all cost incidental to the construction of the curbs complete, including preparation of foundations, reinforcement, expansion joints, marking, construction of end flares on tapers, finishing and protection.

Payment for concrete required in construction of foundations for end flares be paid for at twenty-five ($25.00) dollars per cubic yard. In computing area of preparation of subgrade for pavement, the curb will not be considered a part of the width of the pavement and no allowance for extra width of preparation of subgrade required on account of the curb, will be made.

CEMENT TO BE FURNISHED BY STATE

Cement for the work to be done under this contract will be purchased by the State Highway Commission and furnished to the contractor at the following price:-

Prices to be inserted here will be furnished to prospective bidders by mail about April 7th, 1922.

As the cement is incorporated in the work, deductions therefor shall be made from the contractor's estimates.

For cement sacks returned by prepaid freight to the company manufacturing the cement, and accepted for credit by that company, the contractor will receive credit at the rate of ten cents (10¢) per sack.

Orders for cement will be placed by the Highway Commission as the material may be required, and the State Highway Commission will at all times endeavor to secure prompt delivery. However, the Commission does not guarantee prompt delivery and will not be responsible to the contractor for any expense suffered as a result of delay in shipment or transportation. It shall be considered that the cement has been delivered to the contractor when the cars reach the specified destination, and from and after that time the contractor shall be responsible therefor. He shall pay, or have deducted from his estimates, all demurrage charges, and he shall bear all loss that may be suffered on account of loss or deterioration of materials after delivery. For such materials as may become lost or unfit for use after delivery, deduction from the contractor's estimates shall be made the same as though the material has been incorporated in the work.

Acceptance of cement in accordance with the above terms is required, and is not optional with the contractor, although in its discretion the State Highway Commission may allow the contractor to purchase direct, part or all of the cement required.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

April 6, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are transmitting under separate cover brown line prints of plan and profile for the Canyonville-Galesville job. These have been worked up from the Forest Road plans, and we believe will answer in the preparation of standard Federal aid plans.

The border lines should be added, and the usual identification data in the upper right hand corner. These prints, we believe, when oiled will produce satisfactory blue prints.

Very truly yours,

C.H.PURCELL, District Engineer,

By E. J. McKesson
Acting.

Supt.
Engr.
Eng. Asst.

RECEIVED
APR 7 1922
OREGON
STATE HIGHWAY COMMISSION

10:15 AM

C
O
P
Y

April 5, 1922.

Santa Cruz Portland Cement Company,
Blake-McFall Building,
Portland, Oregon.

Gentlemen:

We wish to acknowledge receipt of your quotations dated April 3rd on cement for the Albany-Sangent Section, Canyonville-Galesville Section and Santon Mountain Section.

We note that you did not quote on the Amity-McMinnville Section and thinking perhaps this was an oversight we are pleased to call your attention to it so that if you desire to quote us on that job, we will pleased to have you do so.

We must have your quotation not later than 9 A. M. Friday, April 7th.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

10 AM
9 AM
7,

April 5, 1922.

Henry Cowell Lime & Cement Company,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

Friday morning, April 7th, will be the latest date on which we can receive quotations on cement for the four paving jobs which we mentioned in our letter to you of March 28th.

We have not yet received your quotations on this and would be pleased to have it not later than 9 A. M. on Friday, April 7th.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

April 4th, 1928.

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

File PR 61

Dear Sir:

Reference is made to the Canyonville-Galesville Section, Oregon Federal Aid Project #61. Will you kindly furnish us, at your earliest convenience, Unit Price Analysis of the concrete shoulders. This analysis is required by the Bureau of Public Roads.

Yours very truly,

[illegible]
State Highway Engineer.

By

Dic. by J.W. DeHaven
GMC

Office Engineer.

April 4th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 61

Dear Sir:

Herewith we are sending six copies of Special Provisions on the Canyonville-Galesville Section, Oregon Federal Aid Project No. 61. Estimates of Cost and Unit Price Analyses will be forwarded with plans at such time as we may be able to send them to you.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer.

Dic. by J.W.DeCamp
CHH
Enc

SPECIAL PROVISIONS

Canyonville-Galesville, Paving

TYPES OF PAVEMENT

Two types of pavement will be considered for this project, namely, Type "A" and Type "C", which types are described in detail below. The width of pavement will be eighteen (18) feet.

Type "A" Pavement:

Type "A" Pavement is a Portland Cement Concrete Pavement, 1:2:3 mix, 7 inch uniform thickness, and it shall be constructed in accordance with the standard specifications for Portland Cement Concrete Pavement.

The price bid per square yard for Type "A" Pavement shall be understood to include and cover all work specified hereinafter under the head "Portland Cement Concrete Pavement," except such work as may be specifically excepted under the specifications for that item.

Type "C" Pavement:

Type "C" Pavement is a pavement consisting of two strips of Portland Cement Concrete Pavement with a strip of Bituminous pavement between. The concrete strips, or concrete shoulders as they will hereinafter be called, will each be seven (7) inches in thickness by two (2) feet and six (6) inches in width, and they shall be constructed as specified under the head "Concrete Shoulders." The bituminous portion of the pavement will be thirteen (13) feet in width and will consist of three (3) inches of bituminous base with a two (2) inch bituminous wearing surface. The bituminous portion shall be constructed in accordance with the standard specifications for "Bituminous Base" and "Bituminous Concrete Wearing Surface."

Payment for Type "C" Pavement will consist of payment for two items, namely, "Concrete Shoulders and "Five-inch Bituminous Pavement." Payment for "Concrete Shoulders" shall include and cover payment for all work specified under the head "Concrete Shoulders" including expansion joints and reinforcement. Payment for "Five-inch Bituminous Pavement" shall include and cover payment for all work specified under the heads "Bituminous Base" and "Bituminous Concrete Wearing Surface."

SPECIAL REQUIREMENTS APPLYING TO TYPE "C" PAVEMENT.

Preparation and Maintenance of Subgrade and Sub-base:

Within forty (40) days after the award of this contract, the contractor shall commence the preparation of sub-grade and the construction of sub-base, and this part of the work shall be prosecuted diligently to early completion, after which the subgrade and sub-base shall be continuously maintained in first-class condition, free from ruts and true to cross section and grade, until covered with pavement. At such places and at such times as the Engineer may direct, new surfacing materials of the kind hereinafter specified, shall be added to the surfacing already in place, and this existing surfacing shall, in this manner, be widened and built up to proper grade and cross section. The new materials shall be added as early as possible, and shall be allowed to be compacted by traffic.

All sections of the subgrade or sub-base over which there is any traffic, or over which the contractor is doing any hauling, shall be continuously maintained by sprinkling and dragging, this maintenance being adequate to keep the surface of the subgrade or sub-base free from ruts, uniform in crown and of smooth and even surface. The crown to which the subgrade and sub-base is constructed and maintained shall be as nearly the same as the crown designated for the finished pavement, as it is possible to attain, and only the very minimum of new materials shall be allowed to be added immediately prior to the placing of base for the purpose of bringing the sub-grade or sub-base to the required crown.

Wherever any new materials are added less than one week in advance of paving, or wherever the subgrade or sub-base has not been compacted by traffic, completely and to the satisfaction of the Engineer, the compacting shall be accomplished by thorough rolling and sprinkling.

The new material to be added in preparing subgrade and in constructing sub-base shall be crusher-run, sound and durable broken stone or crushed gravel. Where the new material is to be added in a depth of three (3) inches or less, it shall all pass a one (1) inch circular opening. Where the new material is to be added in a depth greater than three (3) inches,

the material in the top three (3) inches shall all pass a one (1) inch circular opening and the material below that shall all pass a two (2) inch circular opening, and, at the option of the contractor, may all pass a one (1) inch circular opening. The materials shall be uniformly graded from the specified maximum size to dust.

Where the new material is to be of two sizes, as provided for above, or where it is to be laid to a depth greater than four (4) inches, it shall be laid in two courses, and each course shall be separately rolled and compacted.

The contractor's attention is called to the fact that particularly thorough and high-grade work will be required in connection with this preparation of subgrade and construction of sub-base work.

Payment for the work specified under this clause shall be understood to be included in the payment for "Preparation of Sub-grade," except that such new broken stone or crushed gravel as is added in accordance with the Engineer's instructions shall be paid for at the price bid per cubic yard, loose measure, for Broken Stone or Crushed Gravel Sub-base."

Proportions of Materials:

The proportions of materials to be used in the bituminous mixture for bituminous concrete wearing surface shall be as described in the standard specification, except that the grading of the part of the aggregate passing the 10 - mesh sieve shall meet the following requirements instead of those stated in the standard specification:

Passing	10-mesh	sieve	and	retained	on	40-mesh	sieve	30	to	50%
"	40-	"	"	"	"	80-	"	15	to	30%
"	80-	"	"	"	"	200-	"	15	to	30%
"	200-	"	"					14	to	20%

Rollers and Rolling:

Wherever in the paving specifications the term "self-propelled roller" is used, it shall be understood to mean a self-propelled three-wheeled roller having a weight of not less than ten tons.

The rolling of each of the base and top courses of bituminous pavement shall continue for not less than eight

(8) hours for each one-thousand (1000) square yards in the course.

Pug Mixers:

In the mixing of materials for bituminous paving, only the pug type mixer, equipped for proportioning materials by weight, will be allowed to be used.

No Hauling Over Pavement:

The contractor shall conduct his operations in such manner as will necessitate the least amount of hauling over the pavement as it is completed. In general the laying of pavement shall be commenced at the point or points farthest from the plant, and shall progress toward the plant.

Limits of Penetration for Asphaltic Cement:

When tested for penetration, asphaltic cement shall show a penetration not greater than 65 nor less than 55 degrees, Dow, at a temperature of 25 degrees, Centigrade.

SURFACE EVENNESS

No portion of the finished surface of pavement (either bituminous or concrete) shall be more than three-eights of an inch below a straight edge, ten feet in length, nor more than one-fourth of an inch below a straight edge five feet in length, the straight edge in both cases being laid on the pavement parallel to the centerline thereof.

GRADE WIDENING AND EARTH SHOULDER CONSTRUCTION.

Contrary to the provisions outlined on page 26 of the standard specification form, such grade widening, slide removal, ditch excavation and earth shoulder construction as the Engineer may deem necessary or desirable, shall be performed by the contractor on a unit basis. This work shall be handled in accordance with the standard specifications applying to "Excavation and Embankment," and the excavated materials shall be classified on the three classification basis described under that head.

Earth shoulder construction shall consist of the building up of the roadbed to the crown indicated on the plans, this work being carried to such width or widths as the roadbed will permit. Shoulder work shall be done after the pavement is in place, and shall be left neatly trimmed.

Payment for excavation and embankment work as above provided for shall be made at the prices bid per cubic yard for excavation of the class or classes involved. These prices shall be understood to include and cover any clearing or grubbing work that may be necessary in connection with the excavation and embankment work.

NO HAULING OVER ADJACENT PAVEMENTS.

The contractor will not be allowed to haul either materials or mixture over pavement to be laid under the Compton Contract for the paving of the Myrtle Creek-Canyonville Section.

CULVERT PIPE

Culvert pipe to be laid under this contract will be in the form of extensions to existing culverts. In his bid prices, the contractor should contemplate any extra expense that this condition may entail.

HANDLING TRAFFIC

The contractor shall so conduct his operations that traffic will at no time be held up for more than two (2) hours. All travellers must be extended courteous treatment, and every precaution shall be taken to make travel over the work safe and as comfortable as is practicable.

EQUIPMENT TO INSURE COMPETION

The contractor will be required to prosecute the work under this contract with the greatest diligence, and to provide sufficient equipment and organization to positively insure completion by the specified date, even under most adverse weatherconditions. If at any time the contractor fails to provide equipment or forces adequate, in the opinion of the Engineer, to insure completion, or fails to make the necessary progress, the Highway Commission will withhold all payments due the contractor, until arrangements satisfactory to the Engineer are made.

BIDS MAY BE RETURNED.

This section is a Federal Aid Project, and, in accordance with the regulations of the Bureau of Public Roads, it is not permissible to receive bids until the Project statement for the project has been approved by the Secretary of Agriculture. The Project statement on this section has been submitted to the Federal Government, and every effort is being made to have it approved prior to the date of receiving bids.

In the event that approval is not received, prior to the date upon which bids are received, all proposals will be returned to bidders, unopened. Bidders will be requested to retain their proposals and be prepared to re-submit them upon short notice, as it is anticipated that a second call will be issued immediately upon the receipt of approval of the Project statement.

April 1, 1922

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

PR #61

Dear Sir:

In accordance with the request of Mr. McKesson, we are today mailing to you under separate cover two negative prints of the 400 foot scale profile of the Canyonville-Galesville Section of the Pacific Highway.

We understand that these negatives are to be used in the preparation of sheet plans for the Canyonville-Galesville project.

Very truly yours,

[redacted],
State Highway Engineer.

By

Office Engineer.

[redacted]:EM

FORM 8A 10M-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
Mar. 28, 1922.

PR #61

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
MAR 29 1922
COMMISSION

Attention of Mr. Probert.

Dear Sir:-

The trial of the man arrested on the Siskiyous yesterday for pulling a logging engine over the pavement kept me untill nearly mail time so that my letter accompanying the estimate for the Canyonville - Galesville section was unfinished. I am forwarding a sketch (2000' - 1") showing location of gravel bar on the Umpqua River above Canyonville. It is just 1½ miles from the north end of the job and a very good bar, there evidently being a fair supply of sand there. As this can be gotten out without passing over the pavement job between Myrtle Creek and Canyonville, I believe it should be specified that no hauling should be done over the Myrtle Creek-Canyonville job.

Even the asphalt coming in from Riddle which would naturally come in at the north end of Canyonville, can follow on the macadam alongside the pavement in Canyonville or take the back street in Canyonville which would bring it out near the bridge over Canyon Creek at the south end of town. I have figured the set up at the north end of the job.

There is a rock ledge 1500 feet east of Station 300 which might be used but I do not think so. Mr. Hall investigated both the ledge and the bar and stated that either could be used.

If you wish to call for completion this year, I would name November 30th as the date.

Very truly yours,

K. E. Hodgman

K. E. Hodgman,
Div. Engineer.

March 16th, 1922.

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

PR #61

Dear Sir:

In view of the fact that the Highway Commission will probably desire to receive bids upon the paving of the Canyonville-Galesville Section at a meeting to be held sometime in April, we request that you immediately submit estimates, special provisions, etc. for this work.

We believe that you are fully informed as to the general types of construction which Mr. Nunn desires to have used on this project. For your more detailed information in this connection, we are enclosing herewith blue prints showing the details of curb, gutter and shoulder construction, and we are also enclosing copies of specifications applying to the construction of concrete shoulders and curbs. We would suggest that these specifications be looked over very carefully in order that you will know exactly what items are to be included in your estimates.

It is desired to receive bids upon both bituminous and concrete types of pavement and your estimates should be prepared accordingly. In your estimates for concrete pavement, you should include the laying of this type of pavement in two strips over those sections of the project where it would be impossible to detour traffic.

We will be pleased to have you give this matter your very earliest attention as it has already been delayed longer than we had intended.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:GMC
Enc

PR
6-1-
Canyonville - Galesville
Prospect - Canyonville

March 1st, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are now ready to proceed with the preparation of plans for the proposed Federal Aid Project between Canyonville and Galesville. As the grading of this project was handled by the Forest Road Division of your organization, we have no maps or profiles from which to prepare the necessary Federal Aid plans. We request, therefore, that you supply us with copies of your construction maps and profiles, to be used by us in the preparation of our tracings.

Yours very truly,

HERBERT NUHN,
State Highway Engineer,

By

SHP:GMC

Office Engineer.

RR
G 1

February 21st, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith we hand you four copies each of Federal Aid Project statements as follows:

61 - - - - - - - - Canyonville-Galesville Section
68 - - - - - - - - Myrtle Point-Remote Section

These project statements are each accompanied by the required number of copies of sketch map, route map and certificate.

Yours very truly,

[redacted],
State Highway Engineer,

By [redacted],
Office Engineer.

Dic. by J. W. De Soura
CHC
Encls

STATE Oregon

PROJECT NO. 61
(Not to be filled in.)

Form P. R. 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) February 21, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 81, Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Canyonville-Galesville Section
2. Located between Canyonville and Galesville, County of Douglas
3. Points of beginning and ending Canyonville and Galesville. Covers section graded as Forest Road Project
4. Length in miles (gross) 11.0 (net) 11.0

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4256

2

5. Miles of project used as post route None; miles not used as post route 11.0

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Extends through the Umpqua National Forest Reserve.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None.

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Pacific Highway. Proposed Federal Aid Primary Highway.

11. Improved roads adjacent or contiguous and type of each Section on north being placed under contract for paving. Paved road on south

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 3, (*b*) passenger motor vehicles 200, and (*c*) horse-drawn vehicles

13. Local traffic, approximate average daily number of (*a*) trucks 2, (*b*) passenger motor vehicles 80, and (*c*) horse-drawn vehicles 5

14. Description and present condition of traveled way Metal surfaced

8—1926

15. Proposed width of surfacing 18; feet between ditches 18; approximate maximum gradient 8 per cent.

16. Proposed type of construction Pavement

17. Location, nature, and extent of deposits of local materials suitable for use on this project...

(Where practicable show by distinguishing marks on sketch map.)

A

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State 235,034.00 and any additional amounts required. Sale of bonds.

(Amount.) (Source; refer to statute.)

(b) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 257, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 257 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for construction.....

.....

.....

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4).....

.....

.....

.....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project. State Highway Department Standard Contract and Bond.

.....

.....

.....

25. Reconnaissance estimate of cost of project:

Made by _____ Date _____, 19____

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
20,000	Cu. yds.	Excavation, ____% rock	1	00	20,000	00
	Sq. yds.	Surfacing of				
116,000	Sq. Yds.	Pavement	2	70	313,200	00
129,000	" "	Prep. of sub-grade		06	7,740	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
		Subtotal			340,940	00
		10% Engineering and Contingencies			34,094	00
		Total			375,034	00

Length, 11.0 miles.

Cost, $ 34,094.00 per mile.

This estimate approved by:

_____

(Title) Office Engineer

26. Amount of Federal aid desired $140,000.00

(State in lump sum or percentage, but not both.)

8—1256

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department.)

By

Chairman

(Title of officer.)

By

Commissioner

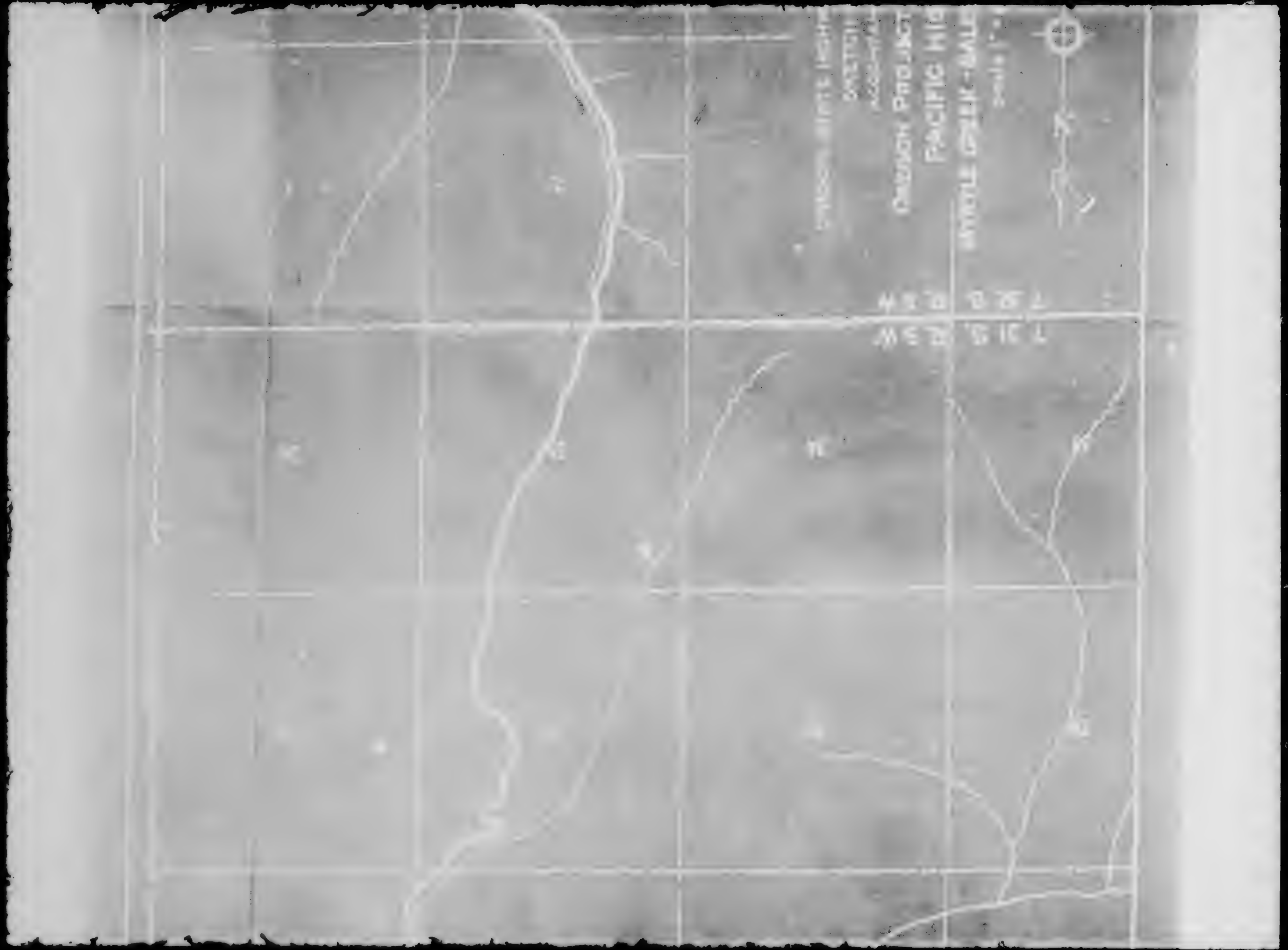
(Title of officer.)

By

Commissioner

(Title of officer.)

Canyon Mt
FOREST
Creek
10
12


T 32 S., R 3 W.
T 32 S., R 2 W.
Pacific Hill
Oregon Project
Scenic
Pacific Hill-Mat
Mount Pacific-Mat
Scenic
Pacific Hill-Mat
Mount Pacific-Mat
Scenic
Pacific Hill-Mat
Mount Pacific-Mat

Galesville

T. 31 S., R. 5 W.

T. 32 S., R. 5 W.

FORM 24 1920-10-21

R. A. BOOTH, EUGENE, CHAIRMAN
C. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

December 31, 1921.

124

Pt 6

Mr. W. B. Barratt,
State Highway Commissioner,
Heppner, Oregon.

Send to Pat B

Dear Sir:

I am handing you project statements for Oregon Projects No. 61 and No. 64, for your approval.

You will recall that these projects were tentatively agreed upon as Federal Aid projects at a previous meeting. The project statements have been sent to you in triplicate and you will find also a certificate in triplicate for each project, setting out that this project is a part of the primary or secondary system of highways which it is expected to include in the Federal highway map.

After you have signed these project statements, it is requested that you forward them to Mr. Yeon, requesting that he forward them to Mr. Booth.

Very truly yours,

Roy A. Klein.

Secretary.

RAK:HI

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSION

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF R. A. BOOTH, CHAIRMAN

EUGENE, OREGON

December 2, 1921.

3 R 61

Mr. S.H.Probert,

Salem,Ore.

Dear Sir:

As mentioned to you over the 'phone this morning, I am in receipt of your letter of December 1st enclosing proposal for federal aid on the Pudding River bridges at Aurora. Inasmuch as these matters have not been before the Commission, I suggest they be held for the meeting on the 15th. Am therefore returning them.

Yours truly,

rab/end

November
First
1921

Mr. R. A. Booth,
Chairman, State Highway Commission,
% Booth-Kelly Lumber Company,
Eugene, Oregon.

File FP-61

Dear Sir:

Herewith we are enclosing three copies of proposed Federal Aid Project statement for the construction of the Pudding River Bridges at Aurora.

As these project statements must have the signatures of two members of the Highway Commission before submitting to the Bureau of Public Roads, it is requested that these copies be forwarded to one of the other members of the Commission before being returned to us.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer

Dictated by J.W. De Sonn,
GSD
Enclosures

CONTRACT# 515
SEE:
CONTRACT# 443

3

SEE: Contract 443

CONTRACT # 525,
1062, 1137

PR 66 Baker-Nelson 1930

S25,1062, 1137 Folder # 4

#1137

FR-66

December 12, 1931

Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir.

Receipt is acknowledged of your letter of December 10, enclosing certified copies of notice of claim filed by Gerber & George against Quinn-Robbins Co., in the sum of $730.20 for labor performed in connection with State Highway Contract No. 1137 which was awarded to Quinn-Robbins Co., for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County.

Copies of the notice are being forwarded to the contractors and their surety.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

December 12, 1931

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

We are heading you herewith copy of notice of claim that was filed in the office of the Secretary of State on December 10, by Gerber & George against Quinn-Robbins Co. The claim is in the amount of $790.20 and is for labor performed in connection with State Highway Contract No: 1157, which is for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County.

This information is furnished you as you appear as the surety on the contractors' bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

CC Quinn-Robbins Co., Inc.
Box 437,
Boise, Idaho

H. E. Hoss
Secretary of State

C. N. Laughrige
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 10, 1931

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from Samuel B. Weinstein, Attorney, Portland, Oregon, and filed as of this date, a notice of claim by Gerber & George for labor performed in the sum of $790.20, together with interest thereon at 6% from January 26, 1931, against the bond taken from Quinn-Robbins Co., Inc., principal, and Aetna Casualty & Surety Company, surety, for work on the Pleasant Valley-Durkee Section of the Old Oregon Trail, State Contract No. 1137.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

Hal E. Hoss

Secretary of State.

HM

AFFIDAVIT

State of Oregon,
County of Multnomah. } ss.

I, A. W. George, being first duly sworn, depose and say that I am a co-partner of the firm of Gerber & George, and that this affidavit is made for and on behalf of said co-partnership.

That the said co-partnership, Gerber & George, did, between the 4th day of January, 1930, and the 26th day of January, 1931, furnish labor and services to Quinn-Robbins Co., Inc., general contractor under contract with the State Highway Commission, No. 1157, in the construction of a portion of the highway known as the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway, in Baker County, Oregon.

That there is due and owing from said Quinn-Robbins Co., Inc. and from its bond of the Aetna Casualty & Surety Company, the sum of $790.20, together with interest thereon at the rate of 6% per annum from the 26th day of January, 1931.

I further depose and say that due demand has been made on Quinn-Robbins Co., Inc. for payment of said account, but payment has been refused.

A. W. GEORGE

Subscribed and sworn to before me this 30th day of November, 1931.

(SEAL)

LILLIE LIEBREICH
Notary Public for Oregon.

My Comm. expires Jan. 19, 1935.

Endorsed: File No. 1061
Filed December 10, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Gerber & George for labor furnished in the sum of $790.20, together with interest thereon at 6% per annum from January 26, 1931, against the bond taken from Quinn-Robbins Co. Inc., principal, and Aetna Casualty & Surety Company, surety, for work on the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County, State Highway contract No. 1137, with the original notice filed in the office of the Secretary of State on December 10, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 10th day of December, A. D. 19 31.

Hal E Hoss

Secretary of State

#1137

PPL6.

November 30, 1951

Mr. Samuel B. Weinstein,
Attorney at Law,
Public Service Building,
Portland, Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 28th instant, enclosing affidavit of claim of A. W. George against Quinn-Robbins Co. Inc., in which Mr. George sets forth his claim of $790.80 for labor and services furnished them in connection with the contract awarded them by the State Highway Commission for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County, State Highway Contract No. 1137.

Complying with your request, I am mailing you herewith a certified copy of the contract and bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

November 20, 1931

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

We hand you herewith copy of affidavit of claim of A. W. George, received through his attorney Samuel B. Weinstein, regarding his claim against Quinn-Robbins Co. Inc., in the sum of $790.20 for labor and services furnished to Quinn-Robbins Co., in connection with the contract awarded to them by the State Highway Commission for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County, State Highway Contract No. 1157.

This information is furnished you as you appear as surety on the contractors' bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

CC Quinn-Robbins Co.,
Box 407,
Boise, Idaho

Law Offices of
Samuel B. Weinstein
1416 Public Service Building
Portland, Oregon

ASSOCIATES
ALFRED P. DOBSON
ROBERT T. JACOB

RECEIVED
NOV 30 1931
OREGON
STATE HIGHWAY COMMISSION

November 28, 1931.

State Highway Commission,
Salem, Oregon.

Gentlemen:

I am herewith forwarding to you, affidavit on the part of A.W. George, copartner of Gerber & George, for the purpose of obtaining a copy of the contract and bond furnished you by Quinn-Robbins Co., Inc., general contractor under contract with the State Highway Commission, No. 1137, arising out of the construction of a portion of the highway known as the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, Oregon.

Will you be good enough to give this matter your earliest attention?

Very truly yours,

Samuel B. Weinstein

SBW:LL
ENC.

ANSWERED
H. B. C.

per annum from the 26th day of January, 1931.

I further depose and say that due demand has been made on Quinn-Robbins Co.,Inc. for payment of said account, but payment has been refused.

A W George

Subscribed and sworn to before me this 28th day of November, 1931.

Lucie Liebreich
Notary Public for Oregon

My commission expires Jan. 19, 1935.

AFFIDAVIT

State of Oregon,)
County of Multnomah.) ss.

I, A. W. George, being first duly sworn, depose and say that I am a co-partner of the firm of Gerber & George, and that this affidavit is made for and on behalf of said co-partnership.

That the said co-partnership, Gerber & George, did, between the 4th day of January, 1930, and 26th day of January, 1931, furnish labor and services to Quinn-Robbins Co.,Inc., general contractor under contract with the State Highway Commission, No. 1137, in the construction of a portion of the highway known as the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway, in Baker County, Oregon.

That there is due and owing from said Quinn-Robbins Co., Inc. and from its bond of the Aetna Casualty & Surety Company, the sum of $790.20, together with interest thereon at the rate of 6% per annum from the 26th day of January, 1931.

I further depose and say that due demand has been made on Quinn-Robbins Co.,Inc. for payment of said account, but payment has been refused.

A W George

Subscribed and sworn to before me this 28th day of November, 1931.

Lucie Liebreich
Notary Public for Oregon

My commission expires Jan. 19, 1935.

pp66

October 16,1931

Aetna Casualty and Surety Co.,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Attention of Mr. George A. Mercer, Adjuster

Gentlemen: Re: Contract #1157, Quinn Robbins Co. Inc.

We are in receipt of your inquiry of October 15th, regarding the above mentioned State Highway Contract.

According to our records this contract for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County was completed on February 1, 1931. This date is also considered as the date of acceptance by the State Highway Commission.

The total amount paid on this contract is $161,312.59, including the final payment. There is, of course, no retained percentage.

We are aware of the following claims against this project:

Basche-Sage Hardware Co., against Gerger & George, subcontractors- amount not stated

R. H. Jones for cement work - amount not stated

Gerber & George filed claim with Secretary of State in the amount of $790.20 for labor.

We believe that we have furnished you with the desired information; if not, we shall be glad to give additional data upon request.

Very truly yours,

STATE HIGHWAY COMMISSION

AJ

By

Secretary

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON
General Agents
YEON BUILDING
GEORGE A. MERCER, Adjuster

PORTLAND, ORE.,
Oct. 15, 1931

H.B.Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Re: Contract No. 1137 - Quinn-Robbins Co. Inc.

Dear Sir:

Will you please advise us as to the present status of this contract with particular reference to the amount of work done, the amounts paid the contractor, the retained percentage and the number of claims on file against this contract.

Yours very truly,
George A. Mercer, Adjuster
By Carl V. Mouty

CVM V

#1137

PR66

October 14, 1941

Aetna Casualty & Surety Company
Bates Lively & Pearson Agents
Yeon Building
Portland, Oregon

Gentlemen:

We hand to you herewith a certified copy of the notice of claim which has been filed in the office of the Secretary of State by Gerber and George for labor and services furnished in the sum of $790.20 in connection with the contract awarded by the State Highway Commission to Quinn-Robbins Co. Inc. for the regrading and resurfacing of the Pleasant Valley-Durbee Section of the Old Oregon Trail Highway in Baker County, state contract No. 1137.

This information is given you since you appear as surety on the bond furnished in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc Quinn-Robbins Co. Inc.
Box 467
Boise, Idaho

October 14, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 10th instant in which you inclose three certified copies of the notice of claim which has been filed by Gerber and George for labor and services furnished in the sum of $790.20 in connection with the contract awarded by the State Highway Commission to Quinn-Robbins Co. Inc., for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County, state contract No. 1137.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
OCT 14 1931
OREGON
STATE HIGHWAY COMMISSION

October 10, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of October 9th, a notice of claim by Gerber and George for labor and services furnished in the sum of $790.20, against the bond taken from Quinn-Robbins Co. Inc., principal, and Aetna Casualty & Surety Company, surety, for work on the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County, Oregon, State contract No. 1137.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Mealy

HM

United States of America

STATE OF OREGON

Portland, Oregon, Oct. 2, 1931.

NOTICE is hereby given that the undersigned, Gerber & George, a co-partnership, has a claim for work, labor and services furnished and performed in the sum of $790.20, against the bond taken from Quinn-Robbins Co., Inc., as principal, and Aetna Casualty & Surety Company, as surety, arising out of two subcontracts entered into between the undersigned and said Quinn-Robbins Co., Inc. on the 4th day of January, 1930, for the construction of the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway, in Baker County, Oregon, under State Highway Commission contract No. 1137, which work was completed on or about the 26th day of January, 1931.

GERBER AND GEORGE

By A. H. GEORGE
Co-partner.

Endorsed: File No. 1014
Filed October 9, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Gerber and George for labor and services furnished in the sum of $790.20, against the bond taken from Quinn-Robbins Company, Inc., principal, and Aetna Casualty and Surety Company, surety, for work on the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County, Oregon, State Highway contract No. 1137, with the original notice filed in the office of the Secretary of State on October 9, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 10th day of October, A. D. 1931.

Hal E Hoss

Secretary of State

C0 C-5 PR66

1137

October 2, 1931

Mr. Samuel B. Weinstein,
Attorney at Law,
1416 Public Service Bldg.
Portland, Oregon.

Dear Sir:

Your letter of the 30th ult., addressed to Hal E. Hoss, Secretary of State, has been forwarded to this office for reply since it concerns a contract that was awarded by the State Highway Commission.

The contract to which you refer is State Highway Contract #1157, awarded by the State Highway Commission to Quinn-Robbins Co. Inc., of Boise, Idaho, on December 12, 1929. This contract calls for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail Highway in Baker County, consisting of 12.4 miles in length.

In connection with this contract, the contractor was required to furnish the State with a surety bond for the protection of claims and as a guarantee for the satisfactory completion of the project. This bond was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are local agents, with offices in the Yeon Building, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By _____
Secretary

HBG:AJ

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

1137

October 1, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

We are enclosing herewith a letter from Samuel B. Weinstein requesting the name of the surety company on the bond furnished by Quinn-Robbins Co. Inc. as general contractor in the construction of the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, Oregon.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Lindsay

HM

RECEIVED
OCT 2 1931
OREGON STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

Law Offices of
Samuel B. Weinstein
1416 Public Service Building
Portland, Oregon

ASSOCIATES
ALFRED P. DOBSON
ROBERT T. JACOB

September 30, 1931.

Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:

I represent a subcontractor, Gerber & George, who performed certain work for Quinn-Robbins Co.Inc. as general contractor in the construction of the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, Oregon.

I wish to file a claim for work, labor and services furnished by said subcontractor. Will you be good enough to advise me the name of the surety company on the bond furnished by Quinn-Robbins Co. Inc?

Your early attention will be appreciated.

Very truly yours,

Samuel B. Weinstein

Oct. 1, 1931

SBW:LL

Respectfully referred to the State Highway Commission for attention.
STATE DEPARTMENT.

SECRETARY OF STATE
RECEIVED
OCT 1 - 1931
HAL E. HOSS

PR 66

STENCIL NO. 124

RECEIVED
JUL 11 1931
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.E.F.A.P. No. 66

Post Office Building,
Portland, Oregon,

July 10, 1931

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. Attached also are one copy each of approved detailed estimate upon which modified project agreement was based, and special provisions.

A4pr 5884

Oregon Emergency Federal Aid Project No. 66

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 6, 1922, by the State Highway Commission of Oregon, and on August 4, 1922, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on October 6, 1922, August 26, 1929, and October 22, 1930, respectively, by the said State Highway Commission, and on October 25, 1922, October 19, 1929, and November 29, 1930, respectively by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 66, now designated as Oregon Emergency Federal Aid Project No. 66; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said project to provide for minor changes in construction methods and the use of contract prices on the construction of bituminous macadam wearing surface between survey stations 535+88.9 and 1202+29.9, and to eliminate from the project the reconstruction of that portion between survey stations 779+99.5 and 811+31.2; and by reason thereof has requested that the estimate of cost approved for said project be reduced from $648,667.93 to $642,404.39, and that the Federal funds approved and set aside to the credit of said

project be reduced from $388,235.80 to $376,618.67; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.) be provided to cover the State's share of the cost of construction, eligible thereto:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of three hundred seventy-six thousand, six hundred eighteen and 67/100 dollars ($376,618.67) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (d) of Article I shall read:

> "(d) By the State, in addition to funds heretofore provided, $31,559.00, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

137
PK

Paragraph (e) of Article III shall read:

"(e) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $614,951.87, Federal Aid $361,845.95: three bridges, approved estimate $27,452.52, Federal Aid $14,772.72."

To Article III shall be added paragraph (f) to read:

"(f) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of three hundred seventy-six thousand, six hundred eighteen and 67/100 dollars ($376,618.67), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six hundred forty-two thousand, four hundred four and 39/100 dollars ($642,404.39), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

37

PK

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 30th day of April, 1931, and the Secretary of Agriculture on the 23rd day of June, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

ams

Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 66.

#1137
1 PK

-1-

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 40+50 at the southeasterly city limits of Baker in Sec. 28, T.9 S., R.40 E., W.M., and survey station 1425+50 near the south line of Sec. 2, T.12 S., R.43 E., W.M. (excepting therefrom that portion between stations 1278+30 and 1285), the Old Oregon Trail, Baker County, locally known as Emergency Federal Aid and designated in the records of this Department as Project No. 66, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 642,404.39 in lieu of the $388,235.80 approved by Certificate of November 29, 1930 as the total estimated cost of said project, and the sum of $ 316,618.67 / authorized Federal ~~are~~ this as the share of the United States, payable under said acts on account of such project, which does not exceed ____ per cent of said total estimated cost.

Done at the city of Washington, this 23rd day of June one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting *Secretary of Agriculture.*

Cert

GOVERNMENT PRINTING OFFICE 8—4630

#1137
1PK

April 30, 1951

The Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1137 for the construction of the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, consisting of 12.4 miles of regrading and resurfacing, has been completed by the contractors, Quinn-Robbins Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 9th, 1951.

The State has been advised of a claim of the Bascho-Sage Hardware Company against Gerber & George, subcontractors on the above contract and also of the claim of R. H. Jones, but you are advised that the State assumes no responsibility for the above claims or any others which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract and which will include the final payment will be $161,312.59. Of this amount $662.99 was for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PR66

April 21, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of analysis of costs for oiling macadam base on the Baker-Pleasant Valley and Pleasant Valley-Durkee Units of Project No. 66.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

E. H. Prebert,
Office Engineer.

Dict. by J. W. Mackey:

emcl.

[redacted]

[redacted]

(Analysis of Cost for Oiling Macadam Base.)

(1) [redacted]

Source	Richmond	
Delivery	Baker	
Cost at Source		.0441 per gal.
Freight		.0417
	Total	.0858 per gal.

Cost of oil per sq. yd. .50 gal at .0858 $.043

(2) [redacted]

.001 cu. yds. at $1.50 .001

(3) Daily cost of Equipment, Labor & Supplies $307.75

Estimated Daily Run 15,000 sq. yds.

Cost per square yard .002

Total cost per square yard $0.116

(Used) $0.08

PLEASANT VALLEY-RICHMOND SECTION

PROJECT NO. 26.

(Analysis of Cost for Oiling Macadam Base.)

(1) Asphaltic Oil.

Source, Richmond
Delivery, Pleasant Valley
Cost at Source $0.0411 per gal.
Freight 0.0414 " "

Total $0.0825 per gal.

Cost for oil per sq. yd. 0.4 gal at $0.0825 = $0.034

(2) Aggregate per sq. yd.
.02 cu. yds. at $1.80 0.036

(3) Total Cost of Equip., Labor and Supplies $207.75 per day
Estimated daily run 18,000 sq. yds.
Cost per sq. yd. 0.012

Total cost per sq. yd. $0.104

(Used) $0.10

BAKER-DUNKEL SECTION

PROJECT NO. 66

(Daily cost for Equipment, Labor and Supplies for Oiling [illegible] Bros.)

Supplies

Gasoline, oil and grease	$125.00 per day.
Fuel oil for Boiler and retort	18.00 " "
	$143.00 " "

Labor

1 Superintendent	$ 10.00 per day.
1 Foreman	6.00 " "
1 Time Keeper	5.00 " "
1 Retort Operator	6.00 " "
1 Boiler Operator	7.00 " "
5 Grader Operators at $6.75	33.75 " "
2 Distributer Men at $6.00	12.00 " "
1 Tender Truck Operator	6.00 " "
2 Rollermen	12.00 " "
2 Flagmen	10.00 " "
1 Pilot Car Operator	5.00 " "
2 Loader Operators at $6.75	13.50 " "
4 Laborers at Loader at $5.00	20.00 " "
4 Dump Truck Drivers at $6.00	24.00 " "
3 Light " " at $5.00	15.00 " "
3 Tractor Operators at $6.00	18.00 " "
10 Laborers at $4.00	40.00 " "
1 Truck Driver	5.00 " "
	$244.75 " "

Equipment Rental

3 Ford cars at $1.25	$ 3.75 per day.
1 Oil Distributer	25.00 " "
1 " Tender Truck	11.00 " "
1 Water Truck	8.00 " "
1 Roller, 2 shifts at $5.00	10.00 " "
1 Retort	11.00 " "
2 Motor Patrols at $8.25	16.50 " "
2 Rollers at $10.00	20.00 " "
1 10' Grader	2.00 " "
2 Tractors at $4.00	8.00 " "
2 Sweepers at $5.00	10.00 " "
1 Mogul Loader	15.00 " "
1 Special "	10.00 " "

Equipment Rental (Continued)

4 5½ Ton Dump Trucks at $11.00	$ 44.00	per	day.
5 Light Trucks at $2.50	7.50	"	"
1 2 Ton F.W.D.	7.50	"	"
1 Fuel Trailer	2.50	"	"
1 Water Trailer	2.50	"	"
	$206.00	"	"

Total $[illegible]

STATE OF OREGON

HIGHWAY DEPARTMENT

STANDARD RENTAL SCHEDULE FOR OILING EQUIPMENT

Cars	Average Cost	Av. Yrs. Life	Days Worked per Year	Depreciation	Tires Overhaul & Repairs	Rental Rate
Fords & Chevrolets	$ 700	3	300	$0.75	$0.50	$1.25
Trucks						
Fords & Chevrolets	1000	3	220	1.50	1.00	2.50
2 Ton F.W.D.	4300	5	200	4.30	3.20	7.50
3-1/2 Ton F.W.D.	6300	5	170	7.50	5.00	12.50
3-1/2 Ton Dump Trucks, Federals, etc.	4600	4	150	7.50	3.50	11.00
Oil Tenders; Liberty	8000	5	140	12.00	8.00	20.00
Oilers F.W.D. 6 Ton	10500	6	120	14.50	10.50	25.00
Water Tank	5000	5	200	5.00	3.00	8.00
Tractors						
Fordson	1300	5	155	1.70	1.30	3.00
McCormick-Deering	1450	5	160	1.80	1.70	3.50
60-Caterpillar	5800	4	160	9.00	6.00	15.00
Graders						
All Makes 10' Moldboard	1400	4	200	1.75	0.25	2.00
All Makes 12' Moldboard	2000	4	200	2.50	1.00	3.50
Adams 8' Scarifier	2000	4	200	2.50	1.00	3.50
All Makes Motorized Units without power	1400	4	200	1.75	0.50	2.25
Trailers						
Flat Bed 6 Ton Drop Frame	1300	7	50	3.75	2.75	6.50
" " 10 " " "	2000	7	50	5.75	4.25	10.00
Water Tank	900	7	100	1.25	1.00	2.25
Fuel Tank Insulated	1000	7	100	1.50	1.00	2.50
Oil Tank Insulated Tender	1700	7	100	2.50	2.50	5.00
Miscellaneous Equipment						
Boilers 20 H.P Portable	2700	5	160	3.40	1.60	5.00
Retort Portable	2800	4	120	6.00	5.00	11.00
Loaders Mogul	4800	5	100	9.50	5.50	15.00
Loaders Special	2500	5	70	7.00	3.00	10.00
Shovel 1/4-3/8 yards	5400	3	160	11.25	3.75	15.00
" 1/2 yard	8200	4	160	12.75	4.75	17.50
Sweepers	900	5	60	3.00	2.00	5.00
Rollers 10 Ton Gas	4300	5	120	7.50	2.50	10.00
" 6 " "	3000	5	120	5.00	2.50	7.50
Disc Harrow	150	1	100	1.50	0.50	2.00

PR66

[illegible] DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
[illegible]

[illegible] BUILDING
PORTLAND, OREG.

April 9, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of April 7th, we are enclosing herewith one additional copy of the estimate dated March 4th, 1931, for the Rehabilitation Section, Emergency Project No. 66.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Freberg,
Office Engineer.

Dict. by J. H. Zach/EM.

enl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.

April 7, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Upon checking over the papers in connection with the project agreement estimate dated March 14, 1931, for Oregon Emergency Federal Aid Project No. 66, we found that you had enclosed five copies instead of the six it is necessary that we must have.

Would you kindly furnish us with an additional copy of the estimate?

Very truly yours,

W. H. LYNCH
District Engineer

#1137
1PK
PR66

LA GRANDE, ORE. April 8, 1931

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Quinn-Robbins Company, Inc. on contract No. 1137 for the construction of the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County. This payment will be made on or after April 15th, 1931.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM S-M-1 S 16431 3000 9-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

1137

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

1966

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON
April 2, 1931.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

I am returning the correspondence on the Pleasant Valley-Durkee Section, contract No. 1137, which Mr. Baldock handed me recently. The original price agreement No. 4 is being returned to cover the acquisition of the 1½" to 1" rock. You will remember this price agreement and price agreement No. 3 were returned with your letter of November 25th. No. 3 has been canceled and the waste material paid for under the terms of the contract as plant rejections.

I am advised further by the Resident Engineer that the rental of compressor included in extra work order No. 4, is correct as this was a rented machine and therefore fair to reimburse them for its cost.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encls.

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON
March 12, 1931.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Pleasant Valley-Durkee.
Extra work orders.

Attention: Mr. Probert

Dear Sir:

In submitting the semi-final estimate on the Pleasant Valley-Durkee Section, contract No. 1137, Quinn Robbins Co.,Inc., I will call your attention to some force account orders which have been written to cover bills submitted by the contractors.

Order No. 2 covers the removal of over-sized rock encountered in the trenching operations. It was not anticipated in the specifications on pages seven and eight that any over-sized rock would be encountered, but there was evidently a large number of places which had been repaired with over-sized rock after spring breakups as this material was mixed with the surfacing in objectionable quantities and had to be disposed of by hand. As this was something unusual, it was probably best to reimburse the contractors for the expense involved.

Order for extra work No. 3 was written to cover the expense which the contractor had been to in boarding his men free of change while arranging for re-starting his plant after having considered the job finished. Through some misunderstanding of the resident engineer, he completed his job about 500 yards short of the actual amount required, and while this was being discussed and checked up, and while he was shooting more rock in the quarry, it was necessary that he hold his crew on the job which chuld only be done by giving them board free. When I discovered that the contract was short 500 yards of material which was very necessary for the bituminous macadam, and that the men were about to be released from the job and the plant dismantàad, I made this arrangement with the contractors in order to hold the crew until the work could be finished. The contractors had been informed from time to time exactly how much rock was to be placed in each stock pile, and how much remained to complete the contract. Therefore, I did not consider it any fault of theirs that the resident engineer had in some manner miscalculated or had been misinformed as

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OFFICE OF H. G. SMITH, DIVISION ENGINEER

LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

to the amount used by the oiling crew, and consequently I made the best arrangements possible to hold the organization together until arrangements could be made for producing the other 500 yards.

Extra work order No. 4 covers the delay occasioned by the necessity of ordering the contractor to shut down operations on the John Troy property until condemnation suit could be filed. It is rather hard to determine the fairness of this bill. They were, without doubt, put to some expense as they evidently found it necessary to remove the compressor from the quarry, but unless the compressor was a machine being rented at so much per day, I do not see that they should be allowed rental for the days the machine was idle. I will obtain additional information on this and advise you further.

Price Agreement No. 5 is also attached providing for the furnishing of cushion material for cushioning rock cut from station 967 to 975. The material was similar to that used for earth filler and was handled in the same manner, but a price agreement was obtained so that no misunderstanding would arise.

Very truly yours,

H. G. Smith

Division Engineer.

HGS:OW
Encls.

PR66

March 9, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for revised agreement covering the Baker-Derrick Unit of the Baker-Haines Section, Project No. 66.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebarty,
Office Engineer.

Edits by J. H. Bush/HH.

Oregon State Highway Department — Emergency Project No. 66.

BAKER-DURKEE UNIT OF THE

BAKER NELSON SECTION IN BAKER COUNTY

(Estimate as basis for revised agreement. Based on low bid prices.)

Salem, Oregon, March 4, 1921.

Completed Work as Shown by Final Voucher

Final Cost on Roadway (Excluding bridges over 20' span)

Agreement Estimate		$234,435.00
Engineering ($14,354.79 = 93.497%)		13,421.50
Overrun		27,826.08
Contingencies		1,135.00
		$274,506.58

Final Cost on Bridges

Final Quantities		$ 14,965.84
Engineering ($14,354.79 = 6.503%)		938.49
Contingencies		2,351.74
		$18,250.47

Total Final Cost on Completed Work		292,619.11
Federal Aid Paid on Roadway ($169,883.31 = 93.497%)		157,630.34
" " " " Bridges ($169,883.31 = 6.503%)		10,252.97
Total Federal Aid Paid (Fiscal Year 1922)		$169,883.31

Length of Roadway (Excluding Bridges)

" " Unity Overcrossing	110 feet	
" " Alder Creek Bridge	44 "	
" " Pritchard Creek Bridge	60 "	
" " Durkee Undercrossing	670 "	
	884 feet	0.167 miles
Total Length		26.185 miles

Cost per Mile, Roadway	$10,516.76
Federal Aid Paid per Mile, Roadway	$ 6,488.38

NEW YORK - [illegible]

Baker-Fingerpost Valley (Sta. 40+50 to Sta. 550+00.0)

Resurfacing:

3,800	cu. yds.	Base Course Resurfacing	$1.20	low	bid [illegible]
4,750	cu. yds.	Top [illegible] "	1.20	"	" 5,700.00
12,000	yd. mls.	Hauling Broken Stone (Tr. Haul.)	0.18	"	" [illegible]
800	cu. yds.	Filler	0.20	"	" 160.00
1,000	yd. mls.	Filler Haul	0.18	"	" 180.00
100,000	sq. yds.	Sprinkling (State Forces)	0.025		2,500.00
100,000	sq. yds.	Oiling (State Forces)	0.06		[illegible]
					$25,[illegible]

Bituminous Macadam Wearing Surface (Sta. 40+50 to Sta. [illegible])

Aggregate:

5,120	cu. yds.	Grade "D" Matls. in Stock Pile	1.18	low	bid $6,041.60
2,560	cu. yds.	Grade "C" Matls. in Stock Pile	1.18	"	" 3,020.80
1,280	cu. yds.	Grade "B" Matls. in Stock Pile	1.18	"	" 1,510.40
1,845	cu. yds.	Grade "A" Matls. in Stock Pile	1.18	"	" 2,177.10
800	cu. yds.	Screenings	0.00		0.00
21,000	yd. mls.	Hauling Broken Stone (Pile Haul.)	0.18	"	" [illegible]
					$36,[illegible]

Constructing Wearing Surface:

9.4	miles	Preparation of Base	50.00	low	bid $ 470.00
11,115	cu. yds.	Placing Mineral Aggregate	1.45	"	" 16,116.75
14,780	yd. mls.	Hauling Mineral Aggregate	0.55	"	" 8,575.00
664	tons	Asphalt in Place	30.20	"	" 19,920.80
75	M-Gals.	Sprinkling	1.80	"	" [illegible]
					$40,[illegible]

Concrete Station Revision (Sta. [illegible] to Sta. [illegible])

All Required		Clearing and Grubbing		low	bid $ 25.00
28,000	cu. yds.	Excavation, Single Classification	0.35	"	" 9,100.00
80,000	yd. stas.	Overhaul	0.04	"	" 3,520.00
190	lin. ft.	18-inch Corr. Galv. Iron Pipe	3.00	"	" [illegible]
40	lin. ft.	Salv. and Reinstall. Pipe	1.50	"	" [illegible]
70	cu. yds.	Class "A" Concrete	25.00	"	" 1,750.00
6,500	lbs.	Metal Reinforcement	0.06	"	" [illegible]
10	cu. yds.	Riprap	6.00	"	" 60.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.50	"	" [illegible]
					$17,105.00

Pleasant Valley-Durkee Unit (Sta. 559+98.2 to Sta. 1202+29.6= Sta. 1214+96[6]).

All Required									
61,500	cu. yds.	Clearing and Grubbing					$	low bid	$ 478.17
35,900	cu. yds.	Common Excavation					0.80	" "	18,480.00
92,000	yd. sta.	Solid Rock Excavation					0.85	" "	28,815.00
15,450	yd. mls.	Overhaul					0.04	" "	3,880.00
	556	lin. ft.	Trunk Haul				0.20	" "	2,680.00
	634	" "	12" Corr. Galv. Iron Pipe				1.20	" "	405.20
	240	" "	18" " " " "				1.65	" "	1,066.10
	40	" "	24" " " " "				2.80	" "	800.00
	14	" "	36" " " " "				4.00	" "	184.00
	90	" "	12" " " "	Siphon Pipe			1.42	" "	19.80
	310	" "	18" " " "	Siphon Pipe			1.85	" "	166.50
	120	" "	Salv. & Reinstall. 12" - 18" Pipe				0.80	" "	128.00
			" " " 24" - 36" "				0.80	" "	168.00
	71	cu. yds.	Class "A" Concrete				28.00	" "	1,988.00
6,800	lbs.		Metal Reinforcement				0.06	" "	804.00
1,000	lin. ft.		Salvaging Guard Fence				0.25	" "	250.00
5,380	cu. yds.		Salv. Surfacing Materials				1.20	" "	5,500.00
4,000	yd. mls.		Hauling Salv. Surfacing Materials				0.30	" "	1,200.00
24,380	cu. yds.		Base Course Resurfacing				1.22	" "	22,741.80
5,300	" "		Top Course "				1.22	" "	7,078.00
5,880	" "		Rock Shoulders				0.40	" "	2,284.00
4,700	" "		Earth Fills				0.30	" "	1,488.00
81,900	yd. mls.		Hauling Broken Stone (Tr. Haul.)				0.18	" "	11,124.00
14,150	" "		" Shoulder Rock Materials				0.18	" "	2,547.00
9,520	" "		Filler Haul				0.18	" "	1,715.80
125,000	sq. yds.		Oiling (State Force)				0.10	est.	12,500.00
									$132,431.77

Bituminous Macadam Construction

Aggregate

2,040	cu. yds.	Grade "A" Metls. in Stock Pile				1.22	low bid	$ 2,488.80
1,920	" "	" "B" " " " " "				1.28	" "	2,542.40
10,200	" "	" "C" " " " " "				1.22	" "	12,444.00
240	" "	Screenings				0.00		0.00
31,000	yd. mls.	Hauling Broken Stone (Pile Haul.)				0.17	" "	5,270.00
								$ 22,545.20

Sub-total (past road portion) $288,241.12
10% Engr. and Cont. 28,824.11

Total (part Road Portion) $317,065.23

Cement-Treated Bituminous Macadam Wearing Surface

12 miles	Preparation of Base	$50.00		$ 600.00
14,400 cu. yds.	Placing Mineral Aggregate	1.48		20,880.00
17,000 yd. mls.	Hauling " "	0.25		4,250.00
220 tons	Asphalt in Place	80.00		17,600.00

Constructing Bituminous Macadam Wearing Surface (CONTINUED)

5,000 cu. yds.	Gravel Shoulders	$0.50	$ 1,500.00
9,000 yd. mls.	Hauling Shoulder Materials	0.25	2,250.00
	Sub-total (Advance Fund Portion)		$37,380.00
	10% Engr. & Cont.		3,738.00
	Total (Advance Fund Portion)		$41,118.00
	Sub-total (All New York)		$309,871.12
	10% Engn & Cont.		30,962.11
	Total (All New York)		$340,833.23

Original length of reopened portion (Baker-Durkee) (Excluding bridges and non-participating section - Sta. 779+69.0 to Sta. 811+90.8.) 21.541 miles

Revised length of reopened portion (Baker-Durkee) (Excluding bridges and non-participating section, Sta. 779+69.5 to Sta. 811+31.2.) 21.240 "

Cost per mile, New York $16,034.00

Federal Aid per mile on Reopened Portion (Baker-Durkee) (Excluding bridges and non-participating section, Sta. 779+69.5 to Sta. 811+31.2), -

$$6038.33 \times \frac{21.541}{21.240} = \$6,144.30$$

Deficiency, - $\frac{20,000 - 6144.30}{20,000} = 0.69278$

Federal Aid allowable per mile, - 0.69278 x $16,034.00 = $12,955.89
Total Federal Aid allowable on new work, - 21.240 x $12,955.89 = $274,711.57

NEW YORK - BRIDGE

Alder Creek Bridge

120 cu. yds.	Excavation	$1.25	low bid	$ 150.00
10 " "	below plans	1.50	" "	15.00
100 " "	Class "A" Concrete	22.00	" "	2,200.00
36 " "	Class "B" Concrete	25.00	" "	900.00
22,000 lbs.	Metal Reinforcement	0.08	" "	1,760.00
107 lin. ft.	Concrete Handrail	4.50	" "	481.50
All Required	Remove old bridge & maintain traffic			200.00
	Sub-total			$ 5,686.50
	10% Engr. & Cont.			568.65
	Total			$ 6,255.15

Length of Structure	46 ft.	.008 miles
Federal Aid requested	62.15%	$3,809.75

SUMMARY

Item	Total Cost	Federal Aid	Contractor Advance Funds	State Funds	Length
Recommend Portion - OLD WORK					
Roadway	$227,165.89	$130,505.12	$ - -	$96,662.77	21.5411
Unity S-Xing & Prichard Cr. Br.	21,320.47	10,962.97	- -	10,357.50	0.0322
Alder Cr. Br. (Non-Part.)	- -	- -	- -	- -	0.0084
Sub-totals (Old Work)	$248,486.36	$141,468.09	$ - -	$107,020.27	21.5816
Recommend Portion - NEW WORK					
Roadway, -					
Part Ad. Portion	$277,485.23	$172,656.61 (62.25%)	- -	$104,768.62	
Adv. Fund "	33,118.00	18,253.49 (30%)	$4,714.00 (8%)	8,467.72	
	$310,603.23	$191,602.01	$ 4,714.00	$114,286.22	21.2406
Alder Cr. Br.	3,122.05	1,809.73	- -	1,312.32	.0084
Sub-totals (New Work)	$313,725.28	$193,411.74	$ 4,714.00	$115,598.54	21.2489
Non-Recommend Portion					
Roadway	$ 47,202.73	$ 27,117.21	- -	$ 20,085.54	4.4763
Durkee Under-Xing	- -	- -	- -	- -	0.1282
Totals (Roadway)	$614,951.87	$349,222.54	$ 4,714.00	$231,014.83	25.7171
" (Bridges)	27,452.52	14,772.72	- -	12,679.80	.1674
Totals (ALL WORK)	$642,404.39	$363,995.26	$ 4,714.00	$243,694.63	25.8845

NON-PARTICIPATING ITEMS

Baker-Pleasant Valley

9,700 cu. yds.	Base Course Resurfacing	$1.20	$11,640.00
28,000 yd. mls.	Hauling Broken Stone (Tk. Haul.)	0.18	5,040.00

Pleasant Valley-Durkee
Stock Passes (Sta. 1003+50 and 1157+00)

45 cu. yds.	Class "A" Concrete	$28.00	$ 1,260.00
4,000 lbs.	Metal Reinforcement	0.08	320.00

Stock Passes (Pleasant Valley-Durkee) CONTINUED

10 cu. yds.	Rubble Masonry	$12.00	$	120.00

Excavating and Resurfacing Items. (Sta. 702+20.5 to Sta. 811+31.2)

All Required	Clearing and Grubbing	$	$	28.85
5,100 cu. yds.	Common Excavation	0.80		980.00
1,000 " "	Solid Rock "	0.85		1,360.00
550 yd. mls.	Truck Haul	0.20		110.00
4 lin. fts.	12" Corr. Galv. Iron Pipe	1.20		4.80
5 " "	18" " " " "	1.85		9.00
30 " "	Salv. & Reinstall. 24" - 36" Pipe	0.90		27.00
7 cu. yds.	Class "A" Concrete	18.00		126.00
700 lbs.	Metal Reinforcement	0.05		35.00
1,380 cu. yds.	Base Course Resurfacing	1.22		1,683.60
300 " "	Top " "	1.22		366.00
340 " "	Rock Shoulders	0.40		136.00
240 " "	Earth Filler	0.30		72.00
3,200 yd. mls.	Hauling Broken Stone (Tr. Haul.)	0.18		576.00
850 " "	" Shoulder Materials	0.18		153.00
480 " "	Filler Haul	0.18		86.40

State funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1929.

" " " Maintenance Chapter 41, Laws 1927.

Feb. 17, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed six copies of estimate and five bid proposals for constructing bituminous macadam on the Pleasant Valley-Durkee Unit of the Baker-Nelson Section, Project No. 66.

In connection with this contemplated work, you will note that no bituminous surface is to be constructed between Station 779+00.5 and Station 811+32.1, a distance of approximately 0.6 of a mile. This section is being eliminated from this work for the reason that a future line revision will be made at this point. As a consequence, we have accordingly eliminated from the estimate the quantities of regrading and resurfacing involved between the above stations, and have listed those items as non-participating.

Five blueprint copies of Sheet No. 2 of the plans, which has been revised to show the corrected regrading and resurfacing quantities and the typical cross-section are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

enel.

Oregon State Highway Department — Emergency Project No. 66

BAKER-HUNTER UNIT OF THE
BAKER-NELSON SECTION IN BAKER COUNTY

(Estimate with specifications for bituminous-macadam construction on the Pleasant Valley-Durkee Unit. Not as basis for revised agreement).

Salem, Oregon, February 16, 1931.

(A)

Completed Work as Shown by Final Voucher

Final Cost on Roadway (Excluding bridges over 20' span)

Agreement Estimate	$232,455.[illegible]
Engineering ($14,354.79 x 95.497%)	13,421.80
Overruns	27,516.42
Contingencies	1,185.92
	$ 274,988.64

Final Cost on Bridges

Final Quantities	18,[illegible]85.24
Engineering ($14,354.79 x 6.503%)	933.40
Contingencies	[illegible].74
	$ 21,[illegible].47

Total Final Cost on Completed Work		295,[illegible]39.11
Federal Aid Paid on Roadway ($[illegible].81 x 95.497%)		167,[illegible]30.34
Federal Aid Paid on Bridges ($[illegible].81 x 6.503%)		10,[illegible]97
Total Federal Aid Paid (Fiscal Year 1932)		$ 1[illegible],[illegible]31
Length of Roadway (Excluding Bridges)		26.017 miles
Length, Unity Overcrossing	110 feet	
Alder Creek Bridge	44 feet	
Prichard Creek Bridge	80 feet	
Durkee Undercrossing	670 feet	
Total length of structures	884 feet	0.167 miles
	Total length	26.184 miles
Cost per mile, Roadway		$ 10,545.74
Federal Aid Paid per Mile, Roadway		6,[illegible]60.35

NEW YORK - ROADWAY

Baker-Pleasant Valley (Sta. 40+50 to Sta. 510+28.2)

Resurfacing:

2,800 cu. yds.	Base Course Resurfacing	$1.20	low bid	$4,380.00
4,750 cu. yds.	Top Course Resurfacing	1.20	" "	5,700.00
12,000 yd. mls.	Hauling Broken Stone (Tr. Meas.)	.18	" "	2,160.00
800 cu. yds.	Filler	.20	" "	160.00
1,000 yd. mls.	Filler Haul	.18	" "	180.00
100,000 sq. yds.	Sprinkling (State Forces)	.025		2,500.00
100 sq. yds.	Oiling (State Forces)	.00		0.00
,000				$15,180.00

Bituminous Macadam Wearing Surface (Sta. 40+50 to Sta. 510+28.2)

Accessories:

5,120 cu. yds.	Grade "D" Matls. in Stock Pile	1.18	low bid	$6,041.60
2,500 cu. yds.	Grade "C" Matls. in Stock Pile	1.18	low bid	2,950.00
1,328 cu. yds.	Grade "B" Matls. in Stock Pile	1.18	low bid	1,510.40
1,845 cu. yds.	Grade "A" Matls. in Stock Pile	1.18	low bid	2,177.10
200 cu. yds.	Screenings	--		--
21,000 yd. mls.	Hauling Broken Stone (Pile Meas.)	0.18	low bid	3,780.00
				$ 16,459.10

Constructing Wearing Surface:

9.4 miles	Preparation of Base	50.00	low bid	470.00
11,115 cu. yds.	Placing Mineral Aggregate	1.45	" "	16,116.75
14,700 yd. mls.	Hauling Mineral Aggregate	0.25	" "	3,675.00
634 tons	Asphalt in Place	30.00	" "	19,020.00
75 M.Gals.	Sprinkling	2.50	" "	187.50
				$ 40,369.25

Quarry Station Revision (Sta. 372+00 to Sta. 376+00)

All Required	Clearing and Grubbing		low bid	$ 25.00
28,000 cu. yds.	Excavation, Single Classification	0.35	" "	9,100.00
88,000 yd. stas.	Overhaul	0.04	" "	3,520.00
190 lin. ft.	18" Corr. Galv. Iron Pipe	3.00	" "	570.00
40 lin . ft.	Salv. and Reinstall. Pipe	1.50	" "	60.00
70 cu. yds.	Class "A" Concrete	25.00	" "	1,750.00
6,800 lbs.	Metal Reinforcement	0.08	" "	520.00
10 cu. yds.	Ripwap	6.00	" "	60.00
1,000 cu. yds.	Salvaging Surfacing Materials	1.50	" "	1,500.00
				$ 17,105.00

Pleasant Valley-Durkee Unit (Sta. 538+28.9 to Sta. 1201+29.9= Sta. 1214+58.8).

All Required	Clearing and Grubbing	$	low bid		$ 478.17
61,500 cu. yds.	Common Excavation	0.30	"	"	18,450.00
33,900 cu. yds.	Solid Rock Excavation	0.85	"	"	28,815.00
92,000 yd. stas.	Overhaul	0.04	"	"	3,680.00
15,450 yd. mls.	Truck Haul	0.20	"	"	2,880.00
356 lin. ft.	12" Corr. Galv. Iron Pipe	1.20	"	"	408.00
654 " "	18" " " " "	1.65	"	"	1,066.10
240 " "	24" " " " "	2.50	"	"	600.00
40 " "	36" " " " "	4.60	"	"	184.00
14 " "	12" Corr. Galv. Iron Siphon Pipe	1.40	"	"	19.60
80 " "	18" " " " " "	1.85	"	"	166.50
712 " "	Salv. & Reinstall. 12" - 18" pipe	.20	"	"	158.00
180 " "	" " " 24" - 36" "	.00	"	"	108.00
71 cu. yds.	Class "A" Concrete	28.00	"	"	1,988.00
6,280 lbs.	Metal Reinforcement	0.08	"	"	504.00
1,000 lin. ft.	Salvaging Guard Fence	0.25	"	"	250.00
3,200 cu. yds.	Salv. Surfacing Materials	1.00	"	"	3,200.00
4,000 yd. mls.	Hauling Salv. " "	0.30	"	"	1,200.00
24,300 cu. yds.	Base Course Resurfacing	1.22	"	"	29,745.60
5,000 cu. yds.	Top Course Resurfacing	1.21	"	"	7,078.00
5,660 cu. yds.	Rock Shoulders	0.40	"	"	2,264.00
4,700 cu. yds.	Earth Filler	0.30	"	"	1,428.00
61,800 yd. mls.	Hauling Broken Stone (Tr. Meas.)	0.18	"	"	11,124.00
14,180 yd. mls.	" Shoulder Rock Matls.	0.18	"	"	2,547.00
9,520 yd. mls.	Filler Haul	0.18	"	"	1,713.60
125,000 sq. yds.	Oiling (State Force)	0.10	est.		12,500.00
					$132,451.77

Bituminous Macadam Construction

Aggregate				
2,040 cu. yds.	Grade "A" Matls. in Stock Pile	1.22	low bid	$ 2,488.80
1,920 cu. yds.	" "B" " " " "	1.22	" "	2,342.40
10,200 cu. yds.	" "C" " " " "	1.22	" "	12,444.00
240 cu. yds.	Screenings	--	--	--
21,000 yd. mls.	Hauling Broken Stone (Pile Meas.)	0.17	" "	3,570.00
				$ 22,845.20

Sub-total (post road portion)	$ 252,841.12
10% Engr. & Cont.	24,284.11
Total (Post Road portion)	$ 277,486.83

Constructing Bituminous Macadam Wearing Surface

12 miles	Preparation of Base	$5,000.00	(est.)	$ 600.00
14,400 cu. yds.	Placing Mineral Aggregate	1.25	"	18,000.00
17,000 yd. mls.	Hauling Mineral Aggregate	0.25	"	4,250.00
950 tons	Asphalt in Place	35.00	"	33,250.00
3,000 cu. yds.	Gravel Shoulders	0.50	"	1,500.00

9,000 yd. mls.	Hauling Shoulder Matls.	$0.20 est.		$1,800.00
	Sub-total (Advance Funds portion)			$36,840.00
	10% Engrs. & Cont.			3,684.00
	Total (Advance Fund Portion)			$ 32,524.00
	Sub-total (all work)			$309,081.12
	10% Engr. & Cont.			30,908.11
	Total (all work)			$339,989.23

Original length of reopened portion (Baker-Durkee) (Excluding bridges and non-participating section - Sta. 779+68.0 to Sta. 810+89.0) 21.541 miles (B)

Revised length of Reopened portion (Baker-Durkee) (Excluding bridges and non-participating section, Sta. 779+98.5 to Sta. 811+51.2) 21.240 miles

Cost per mile, new work $16,007.09 16,034.99

Federal Aid per mile on Reopened portion (Baker-Durkee excl. bridges and non-partic. section, Sta. 779+ 98.5 to Sta. 811+51.2), -

6056.35 x $\frac{21.541}{21.240}$ = $6,144.20

Deficiency, - $\frac{20,000 - 6144.20}{20,000}$ = 0.69279

Federal Aid allowable per mile, - 0.69279 x $18,669.00 = $12,935.68

Total Federal Aid allowable on new work, - 21.240 x $12,935.68 = $274,711.57

NEW WORK - BRIDGE

Alder Creek Bridge

120 cu. yds.	Excavation	1.25	low bid	$ 150.00
10 cu. yds.	Excavation below plans	1.50	" "	15.00
100 cu. yds.	Class "A" Concrete	22.00	" "	2,200.00
33 cu. yds.	Class "D" Concrete	25.00	" "	750.00
22,000 lbs.	Metal Reinforcement	.08	" "	1,760.00
107 lin. ft.	Concrete Handrail	4.50	" "	481.50
All Required	Remove old bridge & maintain traffic			200.00
	Sub-total			$ 5,565.50
	10% Engr. & Cont.			556.55
	Total			$ 6,122.05

Length of Structure 44 ft. .008 miles

Federal Aid requested 52.25% $3200.75

SUMMARY

Item	Total Cost	Fed. Aid	Emergency Advance Funds	State Funds	Local
Recovered Portion. - Old Work					
Roadway	$227,165.89	$120,603.12	- -	$96,661.77	$1.5411
Unity Gulch & Pritchard Crk. Br.	21,320.47	10,962.97	- -	10,357.50	0.0832
Alder Crk. Br. (Non-part.)	- -	- -	- -	- -	0.0000
Sub-total	$248,486.36	$141,466.09	$ - -	$107,020.27	$1.6016
Recovered Portion - New Work					
Roadway					
Post Road Portion	$277,455.23	$172,666.61 (62.23%)	- -	$104,788.62	
Emergency Adv. Fund Portion	82,524.00	14,787.20 (30%)	(55%) $4,368.20	3,578.60	
	$359,979.23	$101,423.81	$34,388.20	$114,177.22	$1.2406
Alder Crk. Bridge	6,132.05	5,809.75 (92.9%)	- -	2,312.30	.0265
Sub-total (new work)	$346,111.28	$195,233.56	$34,388.20	$116,489.52	$1.2469
Non-Recovered Portion					
Roadway	$ 47,202.75	$27,117.21	- -	$ 20,085.54	4.4765
Durkee Underxing	- -	- -	- -	- -	0.1269
Totals (Roadway)	$314,357.87	$349,044.14	$34,388.20	$230,925.55	25.7171
" (bridges)	27,452.52	14,772.72	- -	12,679.80	.1674
Totals (all work)	$341,810.39	$363,816.86	$34,388.20	$243,605.35	25.8845

NON-PARTICIPATING ITEMS

Baker-Pleasant Valley

9,700 cu. yds.	Base Course Resurfacing	$1.20	$11,640.00
28,000 yd. mls.	Hauling Broken Stone (Truck Measure)	0.18	5,040.00

Pleasant Valley-Durkee

Stock Passes (Sta. 1003+50 and 1157+00)

45 cu. yds.	Class "A" Concrete	$28.00	$ 1,260.00
4,000 lbs.	Metal Reinforcement	.08	320.00
10 cu. yds.	Rubble Masonry	12.00	120.00

Regrading and Resurfacing Items. (Sta. 709+90.8 to Sta. 811+51.2)

All Required			
5,100	cu. yds.	Clearing and Grubbing	$ 25.00
1,800	cu. yds.	Common Excavation @ $0.30	540.00
550	yd. mis.	Solid Rock Excavation @ 0.55	1320.00
4	lin. ft.	Trunk Haul @ 0.20	110.00
6	lin. ft.	12" Corr. Galv. Iron Pipe @ 1.20	4.80
30	lin. ft.	18" " " " @ 1.65	9.90
7	cu. yds.	Salv. & Reinstall 24" - 36" pipe @ 0.90	27.00
700	lbs.	Class "A" Concrete @ 28.00	196.00
1,530	cu. yds.	Metal Reinforcement @ 0.08	56.00
800	cu. yds.	Base Course Resurfacing @ 1.22	1610.40
540	cu. yds.	Top Course Resurfacing @ 1.22	976.00
240	cu. yds.	Rock Shoulders @ 0.40	192.00
3,200	yd. mis.	Earth Filler @ 0.30	72.00
650	yd. mis.	Hauling Broken Stone (Tr. Meas.) @ 0.18	576.00
480	yd. mis.	Hauling Shoulder Materials @ 0.18	155.00
		Filler Haul @ 0.18	86.40

State funds for construction: Chap 175 laws 1917: Chap 31 laws 1920
" " " maintenance: Chap 41 laws 1927

PR66

March 9, 1951

Mr. E. G. Smith
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sirs

Please see the attached copy of a letter from the Quinn-Robbins Co., referring to penalty on the Pleasant Valley-Durkee Section, Old Oregon Trail, grade widening and resurfacing contract. You will note that they are objecting to the imposition of a penalty on this job for certain reasons which they set out in their letter. I would be pleased to have your reply covering the points which have been raised and your recommendation in the matter.

Very truly yours,

State Highway Engineer

BAK:HI

HAROLD QUINN, Vice Pres. and Gen. Mgr. RUSSELL OLSON, Secretary

QUINN-ROBBINS CO., Inc.
GENERAL CONTRACTORS
BOISE, IDAHO

March 6, 1931

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We have your letter of January 13, 1931 regarding the extension of time on the Pleasent Valley- Durkee section of the Old Oregon Trail, and notice we are to be charged the Engineering costs.

We do not feel that we should be charged these costs as we were delayed in our operations to a large extent by the failure of the State to have the Quarry site at station 1170 when we were ready to start drilling. We moved our drilling outfit to the quarry and started drilling April 1, st. we were immediatley shut down by Mr Troy the owner of the site and advised not to do any work until the State had secured the quarry. We returned and went ahead with the drilling April 17 th after being advised by the State that the Quarry site was ready. When we started to drill the quarry our intentions were to shoot the quarry and have it all ready before moving the crushing plant to the quarry site, this no doubt delayed our operations all through the job as we were never able to get rock ahead for our crushing operations.

We feel that the delay caused by not being able to drill the quarry when we were ready was the cause of delaying us until weather conditions again delayed us until we were not able to complete the job on schedule as we were ahead of schedule April 1 st.

Very truly Yours,

Quinn-Robbins Co Inc.

By Harold Quinn.

PR66

OREGON STATE HIGHWAY COMMISSION

Feb. 25, 1931.

Mr. H. G. Smith,
Highway Division Engineer,
La Grande, Oregon.

Dear Sir:

Before approving the enclosed price agreements Nos. 3 and 4 in connection with the Quinn-Robbins Company contract for the resurfacing of the Pleasant Valley-Durkee Section, Mr. Klein would like information as to what kind and class of material is referred to in agreement No. 3 as "Waste Materials." He is agreeable to allowing $0.65 per cubic yard for the 560.74 cubic yards of surplus one and one-half inch rock referred to in the agreement, but the contract specifically provides that all waste material is the property of the State and that payment for the same is understood to be included in the payments made for the pay items listed in the contract.

If the 1,346.92 cubic yards of waste materials mentioned in the agreement were hauled and specially piled at the request of the engineer, then the contractor would be entitled to payment for stock-piling at twenty-five cents per cubic yard. Otherwise, or unless the term "Waste Materials" incorrectly describes the material concerned, the terms of the contract would preclude our making any payment for the same.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

February 7, 1931.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Baldock

Dear Sir:

With reference to your letter of February 5th, I beg to advise that Price Agreement No. 3, contract 1137, pertains to the surplus rock which we purchased from the first set-up of Quinn-Robbins Company, Inc. Price Agreement No. 4 only pertains to the material which we purchased from the second set-up and concerning which we had a recent conference.

RECEIVED
FEB 9 - 1931
OFFICE OF
Assistant State Highway Engineer

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encls.

Stf. Mr. Pltg

#1137
10K
PR 66

February 18, 1931

Aetna Casualty & Surety Company
Bates Lively & Pearson, Agents
Ison Building
Portland, Oregon

Gentlemen:

This letter is to inform you as surety on the bond furnished by Quinn Brothers and Robbins, Inc. that we have received information from Mr. R. H. Jones of Baker, Oregon to the effect that he has a claim against this company for doing certain concrete work in connection with this company's contract for the reconstruction of the Old Oregon Trail between Pleasant Valley and Durkee in Baker County, contract #1137. Mr. Jones does not state the amount of his claim.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Quinn Brothers & Robbins, Inc.
Box 467
Boise, Idaho

February 16, 1931

Mr. B. H. Jones
Baker, Oregon

Dear Sir:

Reference is made to your letter of the 6th instant in the first paragraph of which you advise us of your claim against Quinn Brothers and Robbins for certain concrete work that you performed for them in connection with their contract for the construction of the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County.

In connection with this contract Quinn Brothers and Robbins furnished a bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the Aetna Casualty & Surety Company for whom Bates, Lively and Pearson are agents with offices in the Ecom Building, Portland, Oregon. This bond is offered you for your protection and we would suggest that you take the matter up with Bates Lively & Pearson and if you do not secure satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws for 1920.

The plans for the bridge over Rock Creek near Portland were sent to you several days ago and we presume that they have reached you before this.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

Baker Ore.
Feb.6, 1931

Oregon State Highway Commission
Salem Oregon,

Dear Sirs:

#1137

I did the concrete work on the revision of the Pleasnt Valley Durkee section of Old Oregon Trail which was let by the commission about a year ago to Quinn Bros. and Robbins of ~~of~~ Boise. I finished the work along about last April, and I have never received all of my pay for same yet. I understand that the job is finished, I would like to get my money from them before you make final settlement with them.

I would like to get plans for bridge over Rock Creek near Portland which is coming up the meeting of the commission. My bid was rejected by the commission last july for bridge over Rock Creek in Wheeler County,so if they dont care to have me bid this job please disregard this request for plans.

Yours Very Truly,

R.H.Jones.

ANSWERED
H. B. G.

PR 66

THE BOISE CITY NATIONAL BANK

ESTABLISHED 1886

BOISE, IDAHO

J. S. ST CLAIR, VICE-PRESIDENT

February 13, 1931

Oregon State Highway Commission
Salem, Oregon

FEB 16 1931

Gentlemen:

This will confirm our telegram of even date, whereby we instructed you to withdraw and return to us the assignment of QUINN-ROBBINS COMPANY, INC., in our favor, of all sums do them on the Contract No. 1137 in Baker County, Oregon, and which assignment we sent you under date of February 3d.

Yours truly,

J. S. St Clair

Vice-President

JSS:AT

NOTED
H. H. GLAISYER

#1137
10K

WESTERN UNION

February 15, 1931

Boise City National Bank
Boise, Idaho

Gentlemen:

This acknowledges receipt of your telegram of this date in which you state you desire to withdraw all assignments for moneys due Quinn Robbins Company Inc. for work performed on contract #1137.

We shall be glad to comply with your request and in the future will mail warrants to Quinn Robbins Company Inc. direct, in accordance with our usual practice.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

cc Quinn Robbins Company Inc.
Boise, Idaho

cc Carl Smith

REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

12019

SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

(34)

WESTERN UNION

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon TELEPHONE 61

RXPR25 35=BOISE IDA 13 1028A

OREGON STATE HIGHWAY COMMISSION=
SALEM ORG=

WE DESIRE TO WITHDRAW AND HAVE RETURNED TO US ALL ASSIGNMENTS FOR MONEYS DUE QUINN ROBBINS COMPANY INC FOR WORK PERFORMED ON CONTRACT ELEVEN THIRTY SEVEN REFERRED TO IN MR KLEINS LETTER OF FEBRUARY ELEVENTH=
BOISE CITY NATIONAL BANK.

ANSWERED H. B.

ANSWERED H. B.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

necessary that you secure and send in to this department the written consent of the surety company on the contract to the assignment, clearly specifying that it for all money due or to become due. It is then necessary, after securing this approval, that each individual estimate have attached one of these standard assignment forms signed by some official of your company and upon receipt of the consent of the surety, as requested and of this individual assignment form properly executed, the present estimate voucher will be returned to the Secretary of State, assigned for payment, and future vouchers when sent to you will have the individual assignment form stapled to the estimate.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer
By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer, Secretary
Office.

Postal Telegraph

TELEGRAMS CABLEGRAMS RADIOGRAMS

SOUTH AMERICA CABLES — COMMERCIAL CABLES

F STREET
PHONE 471
SALEM - OREGON

STANDARD TIME INDICATED ON THIS MESSAGE

This is a full rate Telegram or Cablegram unless otherwise indicated by signal in the check or in the address.

BLUE	DAY LETTER
NL	NIGHT LETTER
NITE	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER

Form 1004

18PO B 10

BOISE IDAHO 1221PM FEB 13-31

OREGON STATE HIGHWAY COMMISSION

27 SALEM OREGON

BOISE CITY NATIONAL BANK ASSIGNMENT WITHDRAWN PLEASE MAIL US CHECK

QUINN ROBBINS CO

1205P

Please note that under our requirements it will be first necessary that you secure and send in to this department the written consent of the surety company on the contract to the assignment, clearly specifying that it for all money due or to become due. It is then necessary, after securing this approval, that each individual estimate have attached one of these standard assignment forms signed by some official of your company and upon receipt of the consent of the surety, as requested and of this individual assignment form properly executed, the present estimate voucher will be returned to the Secretary of State, assigned for payment, and future vouchers when sent to you will have the individual assignment form stapled to the estimate.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer
By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer, Secretary
Office.

#1137

11-50

...ZER, CHAIRMAN, PORTLAND
...TES, MEDFORD
...LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 11, 1931.

IN REPLY PLEASE
REFER TO FILE NO.

Quinn, Robbins Company, Inc.
Box 467
Boise, Idaho.

Gentlemen:

Shortly after submitting your last estimate voucher No. 12 on contract 1137 in the amount of $5,979.04 to the Secretary of State for final audit, that office received your assignment of all money due or to become due in favor of the Boise City National Bank. As this, if honored, would naturally apply to the voucher then in the Secretary of State's office, the said voucher has been returned to us and in accordance with the standard requirements of this department and the Secret ry of State's office, I am submitting for your signature before two witnesses, the standard assignment of claim form to cover the particular estimate in question.

Please note that under our requirements it will be first necessary that you secure and send in to this department the written consent of the surety company on the contract to the assignment, clearly specifying that it for all money due or to become due. It is then necessary, after securing this approval, that each individual estimate have attached one of these standard assignment forms signed by some official of your company and upon receipt of the consent of the surety, as requested and of this individual assignment form properly executed, the present estimate voucher will be returned to the Secretary of State, assigned for payment, and future vouchers when sent to you will have the individual assignment form stapled to the estimate.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer
By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer, Secretary
Office.

C. N. LAUGHRIGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 6, 1931

Oregon State Highway Department,
State Office Building,
Salem, Oregon

Gentlemen:

I am enclosing herewith assignment from Quinn-Robbins Co., Inc. to the Boise City National Bank which was mailed to this office so you can have the same for your records and to be attached to estimates when submitted to this office for payment.

Yours truly,

AUDITING DIVISION

By

Enc.
WE:MD

Mail this and return assignment here.

E N T

PRESENTS, That, for value received, the receipt whereof is hereby acknowledged, the undersigned QUINN-ROBBINS CO., INC., an Idaho corporation, does hereby assign, transfer and set over to The Boise City National Bank all moneys due and to become due the undersigned from the State of Oregon under final estimates and for retained percentages on account of work done by the undersigned for the State of Oregon on what is known as Old Oregon Trail, being U. S. Highway No. 30 in Baker County, Oregon, said work having been done under contract No. 1137; and we hereby constitute and appoint said The Boise City National Bank our true and lawful attorney, irrevocable for and in our name, place and stead, to demand, sue for and recover any and all sums of money due the undersigned from the State of Oregon or the Highway Department of said State for work done as aforesaid, and upon payment being made to receipt the State of Oregon for same, and the State of Oregon is hereby authorized, empowered and directed to pay to the said The Boise City National Bank of Boise, Idaho, all sums due and to become due the undersigned on the final estimate and retained percentages for work done by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused its name

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS, That, for value received, the receipt whereof is hereby acknowledged, the undersigned QUINN-ROBBINS CO., INC., an Idaho corporation, does hereby assign, transfer and set over to The Boise City National Bank all moneys due and to become due the undersigned from the State of Oregon under final estimates and for retained percentages on account of work done by the undersigned for the State of Oregon on what is known as Old Oregon Trail, being U. S. Highway No. 30 in Baker County, Oregon, said work having been done under contract No. 1137; and we hereby constitute and appoint said The Boise City National Bank our true and lawful attorney, irrevocable for and in our name, place and stead, to demand, sue for and recover any and all sums of money due the undersigned from the State of Oregon or the Highway Department of said State for work done as aforesaid, and upon payment being made to receipt the State of Oregon for same, and the State of Oregon is hereby authorized, empowered and directed to pay to the said The Boise City National Bank of Boise, Idaho, all sums due and to become due the undersigned on the final estimate and retained percentages for work done by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused its name to be hereunto subscribed by its President and its corporate seal affixed, attested by its Secretary, this 3d day of February, 1931.

QUINN-ROBBINS CO., Inc.,

By L. D. Robbins
President

ATTEST:

Russell Linn
Secretary

FILED FEB 3 1931
CARL F. SMITH

RECEIVED
FEB 6 - 1931
HALL HOSS

#1137
10 K
PR 66

January 5, 1928

Deschutes-Sage Hardware Company,
Baker, Oregon.

Attention: C. A. French.

Gentlemen:

In response to your inquiry of January 3rd we wish to advise that according to our records Gerber & George are sub contractors on the Pleasant Valley-Durkee Section of Old Oregon Trail in Baker County.

This contract was awarded to Quinn-Robbins Co. Inc., Box #467, Boise, Idaho and it is practically complete at this time. The bond in connection with this contract was furnished by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, Yeon Bldg., Portland, Oregon, are resident agents.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Chaloyner,
Secretary.

Dict. by J. McFarland.

#1137

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

SHELF AND HEAVY HARDWARE

AUTOMOTIVE, FARM, PLUMBING, MINE AND MILL SUPPLIES

BAKER, OREGON.

January 3, 1931.

Oregon State Highway Comm.,
Salem, Oregon.

Gentlemen:

We have an account against Gerber & George, Highway contractors in the Durkee section of the Old Oregon Trail. We understand, however, that this is a sub-contract.

Will you kindly advise us what contract this firm is working and whether or not it is a sub-contract and also the name of the bondsmen.

Very truly yours,

GAF TH

BASCHE SAGE HARDWARE COMPANY

G A French

Credit Department.

FORM S-M-1 S-16301 2000 9-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR66

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

NOTED
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

December 22, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Answering your note attached to the letter of I. H. Hollis of Andrews, Oregon, making inquiry as to when he was to be reimbursed for damage done to the door of his car on the Burns-Crane Highway, I beg to advise that a report of this accident has been forwarded to Mr. Campbell and to Mr. Baldock, as truck No. 1034 was covered by liability insurance.

I will forward Mr. Hollis' letter to Mr. Campbell for answering as I am unfamiliar with the procedure in cases of accidents with trucks covered by liability insurance.

Very truly yours,

H. G. Smith

HGS:OW

Division Engineer.

STENCIL NO. 124

1166

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore. FAP 66 Reopened

Post Office Building
Portland, Oregon.

December 19, 1930

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer,

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

P.S. One copy each of approved estimate and approved Special Provisions is also enclosed.

L.J.C.

Agr. 5884

Oregon Federal Aid Project No. 66.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 6, 1922, by the State Highway Commission of Oregon, and on August 4, 1922, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on October 6, 1922, and August 26, 1929, by the said State Highway Commission, and on October 25, 1922, and October 19, 1929, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 66; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said project to provide for minor revisions in alignment, widening the roadway, and the construction of a bituminous macadam wearing surface on that portion thereof between survey stations 538498.9 and 1214496.0, thereby reducing the length of said project from 26.116 miles to 25.757 miles, and to provide for revisions in quantities and designation of items, and the substitution of contract unit prices for estimated unit prices, in items involved in the construction of the bituminous macadam surfacing between survey stations 40450 and 538498.9; and by reason thereof has requested that the estimate of cost approved for said project be increased from $421,679.14 to $648,667.93.

and that the Federal funds approved and set aside to the credit of said project be increased from $246,980.68 to $388,235.80:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of three hundred eighty-eight thousand, two hundred thirty-five and 80/100 dollars ($388,235.80) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> Between survey station 40+50 at the southeasterly city limits of Baker in Sec. 28, T.9 S., R.40 E., W.M., and survey station 1425+50 near the south line of Sec. 2, T.12 S., R.43 E., W.M. (excepting therefrom that portion between stations 1278+30 and 1285), terminal points, a distance of 25.757 miles, known locally as the Baker-Nelson Section of the Old Oregon Trail, Baker County, consisting of 25.717 miles of roadway and three bridges of more than 20 ft. clear span 0.040 of a mile in length."

Paragraph (e) of Article III shall read:

"(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $621,215.41, Federal Aid $373,463.08; three bridges, approved estimate $27,452.52, Federal Aid $14,772.72."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of three hundred eighty-eight thousand, two hundred thirty-five and 80/100 dollars ($388,235.80), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six hundred forty-eight thousand, six hundred sixty-seven and 93/100 dollars ($648,667.93), the approved total estimated cost of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 22nd day of October, 1930, and the Secretary of Agriculture on the 29th day of November, 1930.

STATE HIGHWAY COMMISSION OF OREGON

By H. B. VanDuzer
Chairman, State Highway Commission

By C. H. Gates
Member, State Highway Commission

By _____
Member, State Highway Commission

R. H. Merrill
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 66.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~rural post~~ road between survey station 40+50 at the southeasterly city limits of Baker in Sec. 25, T.9 S., R.40 E., W.M., and survey station 1425+50 near the south line of Sec. 2, T.12 S., R.43 E., W.M. (excepting therefrom that portion between survey stations 1278+30 and 1285) locally known as the Baker-Nelson Section of the Old Oregon Trail, Baker County, and designated in the records of this Department as Project No. 66, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 646,667.93 in lieu of the $246,960.68 approved by Certificate of Oct. 19, 1929, as the total estimated cost of said project, and the sum of $ 385,235.80/ authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ percent of said total estimated cost.

Done at the city of Washington, this 29th day of November one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans

Acting Secretary of Agriculture.

FOR APPROVAL H.T.H.

DATE R.O.

PLEASANT VALLEY-DURKEE SECTION

FEDERAL AID PROJECT NO. 66, - (REOPENED.)

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the penetration type. Its compacted thickness shall be two and three quarters inches.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone of the kind and quantity hereinafter specified under the head of "Mineral Aggregate."

The bituminous binding material shall be grade "E" asphalt 90-110 penetration conforming in all respects with the specifications given hereinafter under the head "Asphaltic Cement." The manner of application of the asphalt shall also conform with the specifications given under the head "Asphaltic Cement."

Construction of Gravel or Talus Headers:

Gravel or rock talus material shall be spread along either shoulder in a windrow parallel to the centerline and nine feet therefrom to the amount of approximately 100 cubic yards to the mile on either side. The inner edge shall be trued up so that it is exactly nine feet from the centerline and the top struck off so that the depth is approximately three and one-half inches loose above the finished grade at the shoulder. The gravel or talus shall be run-bank material all of which will pass a screen having two and one-half inch circular openings.

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary. Upon the clean oiled macadam base there shall be spread a tack coat of grade "E" asphalt at the rate of 1/5 gallon per square yard.

FOR APPROVAL H.T.H.

DATE R.O.

Application of Coarse Stone for the Bituminous Macadam:

Between the gravel headers constructed as above stated, there shall be applied a layer of grade "D" aggregate to the amount of approximately .08 cubic yard per square yard. The spread shall cover the entire width of the roadway and shall be trued up to crown, grade, cross-section, and even depth by means of motor graders and wheel drags supplemented by the addition of more stone where necessary and the removal of excess stone where required, the latter work to be done by hand.

If traffic is to be carried over the road while under construction, one-half of the road shall be barricaded from traffic permitting one way traffic, by means of flagmen, over the remaining half. The first half of the roadway shall then be carefully hand spotted with additional stone or the removal of excess stone so that the surface is perfectly true to crown, grade and cross-section. If necessary to add additional stone to a certain spot, care should be used so that there is no segregation of the aggregate. The entire surface shall be carefully inspected and all spots showing any dirt, fine stone, earth, or other fine materials shall be removed and replaced with satisfactory materials. After the surface has been hand spotted in accordance with the above instructions, it shall be gone over lightly with a long wheel base motor grader acting as a strike board removing small inequalities resulting from hand work. The surface shall then be lightly rolled after which it shall be carefully checked with a straight edge or template so that the surface shall be free from humps, hollows and shall not vary more than one-fourth of one inch from the true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed and additional material added as described above after which the surface shall again be lightly touched up with the motor grader. In adding new material, the old material shall be loosened before the new material is spread thereon. The surface shall then be thoroughly rolled until locked and keyed. The rolling shall start at the edge, the rear wheel lapping half on the gravel header and half on the macadam stone and shall proceed at a rate of not more than 80 feet per minute. If the stone begins to crack, or chip, the rolling shall be discontinued.

Application of Keystone Rock:

After the coarse stone has been well rolled and compacted as above described, asphalt shall be applied at the rate of 1 1/4 gallons per square yard followed by an application of grade "B" keystone to the amount of approximately .0120 cubic yards per square yard. This shall be made in two applications. First an application of .009 cubic yards per square yard by backing over the freshly spread asphalt with an end dump truck and the remaining material shall be spread by hand to chink up the interstices between the large stone. Immediately after the first application and during the hand spotting process, the stone shall be broomed and rolled. Wire brooms shall be attached to the roller and a wire broom to the motor grader. The brooming and rolling and addition of grade "B" keystone shall be continued until the coarse stone is well chinked up. Care shall be taken in placing this keystone so there is no layer or mat formed. No stone shall be placed over a width of about one foot at the center. This shall be keyed on the construction of the second half. The roller shall at all times be in contact with the large coarse stone and the small keystone be forced into the interstices of the large coarse stone by brooming and rolling. Water shall be sprayed on the roller wheels or oil mats placed thereon so as to prevent the picking up of the asphalt.

After the surface has been chinked up with the keystone and well rolled and compacted, there shall be spread an application of grade "A" screenings at the rate of .006 cubic yards per square yard followed by brooming and rolling. The surface shall then be allowed to stand for at least ten days under traffic before the application of the seal coat.

Construction of the Second Half:

Immediately following the construction of the first half of the bituminous macadam as above described, the second half shall be built. The loose stone should stick up about 3/4 inches above the compacted portion before rolling, and care should be exercised to prevent the formation of a center joint. This can be accomplished by overlapping the blade grader on the first course.

Construction of the Seal Coat:

The macadam surface of the entire width of the roadway shall be carefully swept free from all excess stone, screenings, dirt, and other material after which there shall be spread asphalt to the amount of one-third gallon per square yard to be followed by an application of grade "A" screenings at the rate of .015 cubic yards per square yard. The surface shall then be bladed, dragged, and broomed and rolled until the screenings fill in the small interstices of the surface and the bituminous binder is thoroughly set and hardened. There will generally be an excess of screenings which will kick off under traffic. If, during the curing process any bleeding shall develop, additional screenings shall be added. Within a few days subsequnt to the construction of the seal coat, a thin spread of coarse sand or rejections passing the 1/8 inch screen shall be made at the rate of approximately .003 cubic yards per square yard.

MINERAL AGGREGATES

Aggregates Are in Stock Pile:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone produced under a separate contract and held in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 1 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "D" materials shall all pass a 2½ inch circular ring and be retained on a 1½ inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will give a uniform spread over a width equal to one-half of the width of the wearing surface.

When spreading aggregate over freshly spread asphalt, the trucks shall be run backward so that the asphalt will be covered with aggregate before the truck wheels come upon it.

ASPHALTIC CEMENT

Specifications for Asphaltic Cement:

The asphaltic cement furnished under these specifications shall be made from an asphaltic base oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall:

1. Be homogeneous and free frommater. It shall conform to the following requirements:
   a. Penetration of 25 degrees C.(77 degrees F.), 100 g., 5 sec. . . . 90 to 110.
   b. Flash Point (Pensky-Martin closed cup) ... not less than 400 degrees F.
   c. Loss on heating at 163 degrees C.(325 degrees F.), 50 g. . 5 hr.....
      not more than 2 per cent penetration at 25 degrees C. (77 degrees F.), 100 g., 5 sec., of residue after heating at 163 degrees C.(325 degrees F). as compared with penetration of asphalt cement before heating .. not less than 60 per cent.
   d. Ductility at 25 degrees C (77 degreesF.) .... not less than 30 cm.
   e. Proportion of bitumen soluble in carbon tetrachloride .... not less than 99%.
2. The properties enumerated in these specifications shall be determined in accordance with the following methods of test of the American Society for Testing Materials:
   a. Penetration: Standard method of test for Penetration of Bituminous Materials (Serial Designation: D 5).
   b. Flash Point: Standard Method of Test for Flash and Fire Points by Means of Open Cup (Serial Designation: D 92).
   c. Loss on Heating: Standard Method of Test for Loss on Heating Oil and Asphaltic compounds (Serial Designation: D 6).
   d. Ductility: Tentative Method of Test for Ductility of Bituminous Materials (Serial Designation: D 113-26 T).
   e. Proportion of Bitumen Soluble in Tetrachlorides: Standard Method of Test for the Determination of Proportion of Bitumen ~~Soluble~~ Soluble in Carbon Tetrachloride (Serial Designation: D 165).

Manner and Method of Application of Asphaltic Cement:

The asphaltic cement shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Asphaltic cement that has been overheated or "burned" shall not be used in the work.

The asphaltic cement shall be spread by means of a pressure distributor which will satisfactorily make the distributions required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volumegauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of asphalt can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of asphalt at the junction of two applications, the distribution shall be promptly stopped when the flow begins to thin just before the tank is empty. Each time that the application from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of the asphalt shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application, any spots are missed, asphalt shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of asphalt will be required, and distributors equipped with poor valves will not be allowed to operate on the project. On each application of asphalt, water shall be sprayed on the surface just ahead of the asphalt from a separate tank mounted on the distributor and by a separate spray bar to the amount of 10 per cent of the asphalt by volume. To the cold water shall be added ~~10~~ one per cent soap jelly by volume.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any raveling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of bituminous binder or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface as above specified, exclusive only of the furnishing of the mineral aggregates which, as hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. Asphaltic Cement in place.
2. Mineral Aggregate in Place
3. Gravel or Talus Headers

The quantities of asphaltic cement in place to be paid for shall be the number of gallons used in the work as determined by measurement in the cars, when reduced to a temperature of 60 degrees F.

The quantity to be paid for under the item "Mineral Aggregate in Place" shall be the number of cubic yards of mineral aggregate actually incorporated in the work, the quantities to be measured in the trucks at the point of loading.

The quantity of "Gravel or Talus Headers" to be paid for shall be the number of cubic yards loose measure in trucks placed on the shoulders.

1766

Form 89—E-17100—2M—6-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date December 16th, 1930. 193

Job name Pleasant Valley-Durkee

Week from Dec.6, to Dec.13,

Mail address Ontario, Oregon.

Highway Old Oregon Trail

Telegraph or telephone address Phone 229

County Baker Job prefix 1P.K.

Express and freight address Ontario, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The cantractor has had numerous breakdowns and has only stock-piled 565 yards of rock this week. Some trouble keeping the dirt out of the rock since the snow has been incountered. The weather has been cold with a light snow on the 10th.

(See back of this sheet for instructions and detailed information.)

Signed H. E. Miller.

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project ..... 12 V-

Miles completed ..... 12 V-

Miles partially done .....

Total cubic yards in project 54000

Cubic yards produced to date 49886

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 22 *men,*

..... *teams* ..... 2 *trucks*

Project will be completed about ..... Feb 1, 1931

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 1 PK ..... *Percentage* ..... 5 - %
2. ..... 23 PK ..... *Percentage* ..... 95 - %
3. ..... *Percentage* .....
4. ..... *Percentage* .....

CONTRACT #525,
1062, 1076, 1137, 1217,

PR 66 Baker-Nelson 1929

1062. 1076, 1137, 1217 Folder # 3

Form 39—E-17100—2M—6-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
DEC 2 1930
STATE OF OREGON
HIGHWAY COMMISSION

0766

Date November 30,1930, 193...

Job name Pleasant Valley-Durkee

Week from Nov.15, to Nov.29,

Mail address Box 142 Ontario,Ore.

Highway Old Oregon Trail

Telegraph or telephone address Phone 229

County Baker Job prefix 1P.A.

Express and freight address Ontario,Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Last week the contractor had numerous break downs,only stock-piling 505 yards of rock.

This week the plant has been down waiting for repairs.They expect to start Saturday evening.

The weather has been fair and cold.

(See back of this sheet for instructions and detailed information.)

Signed N. J. Miller

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 12.5

Miles completed 12.5

Miles partially done .....

Total cubic yards in project 54000

Cubic yards produced to date 48,183

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 22 *men,*

..... *teams* ..... 2 *trucks*

Project will be completed about ..... Jan 1-1931

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 1 P.K. *Percentage* 10%
2. ..... 23 PN *Percentage* 90
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1217
Baker Co
PR66

November 24, 1930

Hartford Accident & Indemnity Company,
Jewett, Burton & Leavy, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on contract No. 1217 for the construction of the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County. This payment will be made on or after December 4th, 1930.

Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claiborne,
Chief Clerk.

Dict. by J. McFarland.

PR66

November 7, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of September 26th, we are enclosing herewith six copies of analysis of cost for oiling base macadam on the Pleasant Valley-Durkee Section, Project No. 66, which has been revised to show the share of the cost which is due to rental of State-owned equipment. Accompanying this analysis is an estimate of the equipment required and the equipment rental costs which constitutes the basis for computing the amount shown for the item of equipment rental in the cost analysis.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/KR

encl.

ANALYSIS OF COST FOR OILING BASE MACADAM

PLEASANT VALLEY-[illegible] SECTION, PROJECT NO. 55-

1.	No. 3 Oil (0.4 gal. at $.0625)		$.054 per square yard
2.	Rock (.02 cu. yds. at $1.50)		.030 per square yard
3.	Heating, loading, hauling and applying oil		
	Equipment Rental, -	$.0025	
	Equipment Supplies and Repairs	.0007	
	Labor	.0028	
			.014 per square yard
4.	Loading, hauling, spreading and rolling rock		
	Equipment,	$.0025	
	Equipment, supplies and Repairs	.0025	
	Labor	.0065	
			.015 per square yard
5.	Preparation of Base		
	Equipment	$.0012	
	Equipment, supplies and Repairs	.0009	
	Labor	.0009	
			.003 per square yard
6.	Moving and setting up plant		.002 per square yard
7.	Traffic Control		.002 per square yard
8.	Supervision		.002 per square yard
			$0.100 per square yard

ESTIMATED EQUIPMENT REQUIRED AND EQUIPMENT RENTAL COSTS FOR OILING MACADAM BASE ON THE PLEASANT VALLEY-DUNCAN SECTION, PROJECT NO. 98

(Based on 1.5 miles progress per day on 15,840 square yards of roadway. Rental rates include normal wear and depreciation. Rental charged for only actual time equipment is used.)

1. Heating, Loading, Hauling and Applying Oil

1 Retort	2 shifts	at	$11.00	$22.00
1 Boiler	2 shifts	at	5.00	10.00
1 Oiler	1 shift	at	25.00	25.00
1 Tender Tank	1 shift	at	11.00	11.00
1 Water Tank	1 shift	at	5.00	5.00
1 Oil Tank	1 shift	at	8.00	8.00
				$ 84.00

Estimated equipment rental cost per square yard for heating, loading, hauling and applying oil, $.0088

2. Loading, Hauling, Spreading and Rolling Rock

4 Dump Trucks	at	$11.00	$ 44.00
2 Loaders	at	10.00	20.00
1 Tractor	at	3.50	3.50
1 Grader	at	2.25	2.25
2 Rollers	at	10.00	20.00
1 Water Trailer	at	2.25	2.25
			$ 92.00

Estimated equipment rental cost per square yard for loading, hauling, spreading and rolling rock, $.0088

3. Preparation of Base

2 Tractors	at	$ 3.50	$ 7.00
1 Grader	at	2.25	2.25
2 Brooms	at	5.00	10.00
			$ 19.25

Estimated equipment rental cost per square yard for preparation of base, $.0012

#1137
1PH
PR66

October 29, 1930

Mr. M. G. Smith,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please be advised that the time limit on the Quinn-Robbins Company contract No. 1137 - Pleasant Valley-Durkee Section in Baker County expired on September 30th, 1930.

If this contract should be extended kindly take the matter up with the contractors and forward us your recommendation. The contractors application for further extension of time must be accompanied by the written consent of their surety on the bond.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

P.P. 66

October 27, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2600,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three signed copies of modified agreement for the Baker-Nelson Section, Project No. 66. In accord with the request contained in your letter of October 8th, we are likewise enclosing four copies of a statement regarding rental rates and estimated period of operation of State-owned equipment in connection with oiling work to be done by State forces.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.
encl.

ESTIMATED EQUIPMENT RENTAL COSTS FOR OILING

BASE MACADAM ON THE PLEASANT VALLEY-DURKEE

SECTION, PROJECT NO. 66

(Based on 1.5 miles progress per day or 15840 square yards of roadway. Rental rates include normal wear and depreciation. Rental charged for only actual time equipment is used.)

1. Heating, Hauling and Applying Oil

1 Retort	2 shifts	at	$11.00	$22.00
1 Boiler	2 shifts	at	5.00	10.00
1 Oiler	1 shift	at	25.00	25.00
1 Tender Tank	1 shift	at	11.00	11.00
1 Water Tank	1 shift	at	8.00	8.00
1 Oil Tank	1 shift	at	8.00	8.00
				$ 84.00

2. Loading and Hauling Aggregate

5 Dump Trucks	at	$ 11.00	$ 55.00
2 Loaders	at	10.00	20.00
1 Small Dump Truck	at	2.50	2.50
			$ 77.50

3. Preparation of Base

2 Graders	at	$ 2.25	$ 4.50
2 Tractors	at	3.50	7.00
1 Service Truck	at	2.50	2.50
2 Rollers	at	10.00	20.00
1 Water Trailer	at	2.25	2.25
2 Brooms	at	5.00	10.00
2 Tractors	at	3.50	7.00
			$ 53.25

Form 39—E-17100—2M—6-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date Sept. 27, 1930

Job name Baker-Pleasant Valley

Week from Sept. 20 to Sept. 27

Mail address Box 4. Baker, Oregon.

Highway Old Oregon Trail

Telegraph or telephone address Baker, Ore.

County Baker Job prefix 1 BC

Express and freight address Baker, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Two men worked two days during the past week cleaning up after the completion of this section.

The cleaning up was a very poor job so additional work will be required of the Contractor before this section will be finally accepted.

Weather:- Fair, warmer latter portion.

(See back of this sheet for instructions and detailed information.)

Signed W. W. Stuffler

Title Res. Maint. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

BR 66

August 30, 1930.

Mr. E. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement covering the Baker-Durkee Unit of the Baker-Nelson Section, Project No. 66 Recpnsd.

Very truly yours,

HOY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/er.

encl.

Oregon State Highway Department — Project No. 66 (Hoop)

BAKER-DURKEE UNIT OF THE

BAKER-NELSON SECTION OF THE OLD OREGON TRAIL

IN BAKER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices for all work excepting constructing bituminous macadam wearing surface on the Pleasant Valley-Durkee Unit, the costs of which are estimated.)

Salem, Oregon, August 28, 1930.

Completed Work as Shown by Final Voucher

Final Cost on Roadway (Excluding bridges over 20' span)

Agreement Estimate	$232,435.00
Engineering ($14,354.79 x 93.497%)	13,421.30
Overrun	27,316.48
Contingencies	1,195.88
	$274,368.84

Final Cost on Bridges

Final Quantities	18,046.86
Engineering ($14,354.79 x 6.503%)	933.40
Contingencies	2,331.74
	$ 21,330.47

Total Final Cost on Completed Work	$295,699.11
Federal Aid Paid on Roadway ($168,583.31 x 93.497%)	$157,620.54
Federal Aid Paid on Bridges ($168,583.31 x 6.503%)	10,962.97
Total Federal Aid Paid (Fiscal Year 1922)	$168,583.31

Length of Roadway (Excluding Bridges)		25.017 miles
Length, Unity Overcrossing	110 feet	
Alder Creek Bridge	44 feet	
Prichard Creek Bridge	60 feet	
Durkee Undercrossing	670 feet	
Total length of structures	884 feet	0.168 miles
	Total length	25.185 miles
Cost per mile, Roadway		$ 10,545.74
Federal Aid Paid Per Mile, Roadway		$ 6,0[illegible].56

NEW WORK - ROADWAY

Baker-Pleasant Valley (Sta. 40+50 to Sta. 538+98.9)

Resurfacing:

3,800 cu. yds.	Base Course Resurfacing	$1.20 low bid	$4,560.00
4,750 cu. yds.	Top Course Resurfacing	1.20 low bid	5,700.00
12,000 yd. mi.	Hauling Broken Stone (Tr. Meas.)	.18 low bid	2,160.00
800 cu. yds.	Filler	.20 low bid	160.00
1,000 yd. mi.	Filler Haul	.18 low bid	180.00
100,000 sq. yds.	Sprinkling (State Forces)	.025 low bid	2,500.00
100,000 sq. yds.	Oiling (State Forces)	.08 low bid	8,000.00
			$23,260.00

Bituminous Macadam Wearing Surface (Sta. 40+50 to Sta. 538+98.9)

Aggregate:

5,120 cu. yds.	Grade "D" Matls. in Stock Pile	1.18 low bid	6,041.60
2,560 cu. yds.	Grade "C" Matls. in Stock Pile	1.18 low bid	3,020.80
1,280 cu. yds.	Grade "B" Matls. in Stock Pile	1.18 low bid	1,510.40
1,845 cu. yds.	Grade "A" Matls. in Stock Pile	1.18 low bid	2,177.10
300 cu. yds.	Screenings	- -	- -
21,000 yd. mi.	Hauling Broken Stone (Pile Meas.)	.18 low bid	3,780.00
			$16,529.90

Constructing Wearing Surface:

9.4 miles	Preparation of Base	50.00 low bid	470.00
11,115 cu. yds.	Placing Mineral Aggregate	1.45 low bid	16,116.75
14,700 yd. mi.	Hauling Mineral Aggregate	0.25 low bid	3,675.00
664 tons	Asphalt in Place	30.00 low bid	19,920.00
75 M-Gal.	Sprinkling	2.50 low bid	187.50
			$40,369.25

Quartz Station Revision (Sta. 272+00 to Sta. 315+00)

All Required	Clearing and Grubbing	low bid	25.00
26,000 cu. yds.	Excavation, Single Classif.	0.35 low bid	9,100.00
88,000 yd. sta.	Overhaul	0.04 low bid	3,520.00
190 lin. ft.	18" Corr. Galv. Iron Pipe	3.00 low bid	570.00
40 lin. ft.	Salv. and Reinstall. Pipe	1.50 low bid	60.00
70 cu. yds.	Class "A" Concrete	25.00 low bid	1,750.00
6,500 lbs.	Metal Reinforcement	0.08 low bid	520.00
10 cu. yds.	Rip Rap	6.00 low bid	60.00
1,000 cu. yds.	Salvaging Surfacing Materials	1.50 low bid	1,500.00
			$17,105.00

Pleasant Valley-Durkee Unit (Sta. 538+98.9 to Sta. 1202+29.9= Sta. 1214+96.0)

All Required	Clearing			low bid	$500.00
88,500 cu. yds.	Common Excavation		$0.30	" "	19,350.00
58,500 cu. yds.	Solid Rock Excavation		0.85	" "	50,175.00
92,000 yd. sta.	Overhaul		0.04	" "	3,680.00
14,000 yd. mi.	Truck Haul		0.20	" "	2,800.00
340 lin. ft.	18" Corr. Galv. Iron Pipe		1.20	" "	408.00
640 lin. ft.	18" Corr. Galv. Iron Pipe		1.65	" "	1,056.00
240 lin. ft.	24" Corr. Galv. Iron Pipe		2.50	" "	600.00
40 lin. ft.	36" Corr. Galv. Iron Pipe		4.60	" "	184.00
14 lin. ft.	12" Corr. Galv. Iron Siphon Pipe		1.40	" "	19.60
90 lin. ft.	18" Corr. Galv. Iron Siphon Pipe		1.65	" "	148.50
310 lin. ft.	Salv. and Reinstall.	12" & 18" "	0.50	" "	155.00
150 lin. ft.	" " "	24" & 36" "	0.90	" "	135.00
33 cu. yds.	Class "A" Concrete		26.00	" "	884.00
3,000 lbs.	Metal Reinforcement		0.08	" "	240.00
1,000 lin. ft.	Salv. Guard Fence		0.25	" "	250.00
3,300 cu. yds.	Salv. Surfacing Materials		1.00	" "	3,300.00
4,000 yd. mi.	Hauling Salvaged Surfacing		0.30	" "	1,200.00
25,700 cu. yds.	Base Course Resurfacing		1.22	" "	31,354.00
6,100 cu. yds.	Top Course Resurfacing		1.22	" "	7,442.00
6,000 cu. yds.	Rock Shoulders		0.40	" "	2,400.00
5,000 cu. yds.	Earth Filler		0.30	" "	1,500.00
68,000 yd. mi.	Hauling Br. Stone (Tr. Mens.)		0.18	" "	11,700.00
15,000 yd. mi.	Hauling Shoulder Rock Matls.		0.18	" "	2,700.00
10,000 yd. mi.	Filler Emul		0.18	" "	1,800.00
130,000 sq. yds.	Oiling (State Force)		0.10	Est.	13,000.00
					$137,330.10

Bituminous Macadam Wearing Surface

Aggregate:

2,700 cu. yds.	Grade "A" Matls.in Stock Pile	1.22	low bid	3,294.00
1,300 cu. yds.	Grade "B" Matls.in Stock Pile	1.22	" "	1,586.00
11,800 cu. yds.	Grade "D" Matls.in Stock Pile	1.22	" "	14,396.00
400 cu. yds.	Screenings	- -		- -
3,800 yd. mi.	Hauling Br. Stone (Stock Pile Measure)	0.17	" "	646.00
				$19,922.00

Constructing Bit. Mac. Wearing Surface:

16,200 cu. yds.	Mineral Aggregate in Place	1.70	Est.	27,540.00
225,000 gal.	Asphalt in Place	0.13	"	29,250.00
4,000 cu. yds.	Gravel or Talus Shoulders	1.00	"	4,000.00
				$60,790.00
	Sub-total.....			$316,315.25
	10% Engr. & Cont.....			31,531.52
	Total.....			$346,846.77

Original length Reopened portion (Pleasant Valley-Durkee) (Excl. Brs.) 22.134 mi.

Revised length Reopened portion (Pleasant Valley-Durkee)(Excl. Brs.) 21.833 mi.

Cost per mile - new work $15,836.35

Adjusted Federal Aid per mile on Reopened Portion - $6058.26 x $\frac{22.134}{21.833}$ = $6,141.87

Deficiency = $\frac{20,000.00 - 6,141.87}{20,000.00}$ = 0.692906

Federal Aid allowable per mile - 0.692906 x $18,669.00 = $12,938.86

Total Federal Aid allowable on reopened portion (roadway) - 21.833 x $12,938.86 = $282,482.63

Federal Aid requested on reopened portion (roadway) - 68.23% x $346,846.77 = $236,842.74

NEW WORK - BRIDGE

Alder Creek Bridge

120 cu. yds.	Excavation	$1.25	low bid	$150.00
10 cu. yds.	Excavation below plans	1.50	" "	15.00
100 cu. yds.	Class "A" Concrete	22.00	" "	2,200.00
33 cu. yds.	Class "D" Concrete	23.00	" "	759.00
22,000 lbs.	Metal Reinforcement	0.08	" "	1,760.00
107 lin. ft.	Concrete Handrail	4.50		481.50
All Required	Remove old bridge & maintain traffic			200.00
		Sub-total		$6,565.50
		10% Engr. & Cont.		656.55
		Total		$6,122.05

Length of structure 44 feet - .008 miles

Federal Aid requested (68.23%) $3,809.75

SUMMARY

Item	Total Est. Cost	Federal Aid	State Funds	Length
Reopened Portion - Old Work:				
Roadway	$233,419.51	$134,095.73	$99,323.78	22.1343
Unity Oxing and Pritchard Creek Br.	21,330.47	10,962.97	10,367.50	0.0332
Alder Creek Br. (Non-part.)	- -	- -	- -	.0083
	$254,749.98	$145,058.70	$109,691.28	22.1758

Reopened Portion - New Work				
Roadway	$ 346,846.77	$215,842.74	$131,004.03	21.8338
Alder Creek Bridge	6,122.05	3,809.75	2,312.30	.0068
	$ 352,968.82	$ 219,652.49	$ 133,316.33	21.8421
Non-Reopened Portion - Old Work				
Roadway	$ 40,949.13	$ 23,534.61	$ 17,484.52	3.8834
Durkee Underxing (non-part.)	- -	- -	- -	0.1269
	$ 40,949.13	$ 23,534.61	$ 17,484.52	4.0103
Totals for Roadway	$ 681,215.41	$ 373,463.08	$ 247,752.33	26.017
Totals for Bridges	27,452.52	14,772.72	12,679.80	0.168
All Work	$ 648,667.93	$ 388,235.80	$ 260,432.13	26.185

NON PARTICIPATING ITEMS

Baker-Pleasant Valley Unit

9,700 cu. yds.	Base Course Surfacing	$1.20	$11,640.00
28,000 yd. mi.	Hauling Broken Stone (Tr. Haul.)	0.18	5,040.00

Pleasant Valley-Durkee Unit

Stock Passes (Sta. 1005+30 and 1157+00)

45 cu. yds.	Class "A" Concrete	28.00	1,260.00
4,000 lbs.	Metal Reinforcement	0.08	320.00
10 cu. yds.	Rubble Masonry	12.00	120.00
			$18,380.00

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

August 25, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We refer now to your letter of August 15th relative to the contract recently awarded to J. C. Compton for the construction of bituminous macadam wearing surface on the Baker-Pleasant Valley Section of the Old Oregon Trail, Federal Aid Project No. 66,Reopened.

As requested in that letter, we are submitting herewith the written opinion of our attorney as to the legal features involved in the awarding of this contract.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:HE
encl.

[redacted] IM 8-26

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

Aug. 25,1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Klein,
Secretary, State Highway Commission,
O f f i c e

Dear Sir:

It appears that on May 22nd the highway commission received bids for a project designated as the La Grande bituminous macadam project, which included, in addition to some non-federal aid sections of highway, the construction of bituminous macadam wearing surfaces on federal aid projects Nos. 66 and 139-A. It appears also that the bid submitted by J. C. Compton was the lowest bid received by the commission. After considering the several bids I am advised that the commission rejected the bids because of the fact that they were deemed too high, including the low bid. Subsequently it appears the commission reconsidered its action by which the said bids were rejected, and with the consent of the low bidder, J. C. Compton, has reinstated his bid.

Thereafter the commission, it appears, awarded the contract to the low bidder, J. C. Compton, and then by mutual agreement between the contractor, J. C. Compton,and the highway commission there was eliminated from the contract all the work save and except the work involved in the construction of the bituminous macadam wearing surface on the Baker-Pleasant Valley section, which is federal aid project No. 66, and that because of the benefits mutually shared by the contractor and the state the unit prices for which the contractor agreed to do said job were modified by a substantial reduction,by reason of which reduction the ultimate cost of that project was brought approximately within the engineer's estimate.

Your inquiry now is as to whether or not the action of the commission,as outlined above, is within the requirements of law. My answer is in the affirmative for it is my opinion that the requirements of the statutes covering the activities of the highway commission with respect to the awarding of contracts for highway construction have been met.

Section 4433, Oregon Laws provides among other things as follows:

"Said engineer shall prepare surveys, plans, specifications and estimates for the materials to be used in and the manner or method of construction of any highway constructed under the provision of this act, subject to the approval of said commission, and in advertising for bids on any such highway it shall be the duty of the said commission to invite bids in conformity with such plans and specifications. Such advertisement for bids shall be in accordance with the regulations adopted by said commission, but awards of contracts for the construction, improvement, repair or maintenance of said highways shall be made by said commission to the lowest and best responsible bidder upon the kind of material or materials selected by said commission; provided, however, that any or all bids may be rejected if it appears to the best interests of the state. If no satisfactory bid is received, new bids may be called for, or the work may be done without letting to contract, as may be determined by the commission."

The object of that provision of law is to bring about wholesome and unrestrained competition with respect to the cost of highway construction to the end that public funds may be wisely and judiciously expended. With respect to the awarding of public contracts pursuant to competitive bidding, the Supreme Court of the state of Oklahoma said:

"The true intent and purpose of the statute(Sec. 8027, supra) requiring certain contracts to be let only on sealed proposals to the lowest responsible bidder is to secure economy, and protect the public from collusive contracts, favoritism, or fraud, and to promote actual, honest, effective competition in the construction of public work by requiring of boards the presentation of a common standard previously ascertained, to the end that each proposal or bid received and considered may be in competition with all others, and to preclude the consideration and acceptance of proposals or bids on plans and specifications not open to all."

Hannan v. Board of Education
107 Pac. 646;30 L.R.A.(N.S.) 214,220

Our own supreme court has said that the highway commission is vested with discretionary power in the matter of awarding contracts for highway construction:

> "The power of a public commission or municipality to award a contract to a high bidder where the statute requires the contract to be let to the lowest responsible bidder has been before the courts of this country frequently. Almost without exception it has been held that letting a contract to the lowest responsible bidder involves a discretion on the part of the officials who have been charged with the duty of letting contracts for public works with which discretion the courts are not authorized to interfere***."
>
> De Neffe vs. Duby et al.
> 115 Or. 511, 514

The Oregon supreme court in the case of De Neffe vs. Duby et al., supra, said:

> "The purpose of requiring bids to be invited is to secure competition."

From all the facts before us it appears that the commission with all due regularity called for competitive bids and received competitive bids. The public's interest was therefore protected. We believe that the commission has authority, with the consent of the low bidder to whom the contract was awarded, to eliminate from the contract certain portions of the work, provided there is not present any collusion or fraud which will work to the detriment of the public or to the bidders.

A somewhat similar situation to the one now under consideration was before the supreme court of the state of Pennsylvania. From the opinion of the court in that case we quote the following:

> "***If the city, after tabulation, designated one of the parties as the lowest bidder to whom the contract must be awarded, by that act it accepted his proposition, and the subsequent rejection of any part of the proposed work would not be a rejection of any part of the bid, but of the work.
> "After the bids were received for a paving improvement, the city council, because of lack of funds to complete the entire improvement, eliminated all items relating to sewers not necessary to the work, the effect being to place another as lowest bidder than the lowest bidder for the entire work. It was held that the city had the discretionary power to abandon such sewer work as it deemed necessary to the general plan, and the trial court's finding that it had not abused

its discretion was binding on appeal."

Straw vs. City of Williamsport,
286 Pa. 41; 132 Atl.804

There is no evidence of any collusion or fraud; in fact, the evidence is emphatic that no such element was present or that the conduct of the commission or the contractor was characterized by anything but an effort to promote the best interests of the general public.

Very truly yours,

J.M.DEVERS

JMD:EH

Assistant Attorney General and
Attorney for the Oregon State
Highway Commission

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.———

POST OFFICE BUILDING
PORTLAND, OREG.

August 15, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to previous correspondence concerning the Compton contract for bituminous macadam construction on Oregon F.A.P. No. 66-Reopened. The submitted data appear to support the contention that the methodsused in awarding the contract were sufficient to insure economy and efficiency in the expenditure of the money. Federal aid will, accordingly, be recommended in connection with the proposed Compton contract.

The chief question involved appears to be that of State law. It will, therefore, be necessary that you submit a written opinion of the Attorney General, giving full information regarding the legal features involved.

Very truly yours,

W. H. LYNCH
District Engineer.

PR-66

July 29, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

On May 22nd, the State Highway Commission received bids for a project designated as the La Grande Bituminous Macadam Project, which project included in addition to certain work on non-federal aid sections of highway, the construction of bituminous macadam wearing surfaces on federal aid projects numbers 66 and 130-A. For this project, three bids were received, the low bidder being J. C. Compton of McMinnville, Oregon. Mr. Compton's bid was approximately thirteen per cent above the engineer's estimate, and for that reason the bids were ordered rejected, the plan being to do a part of the work by state forces and to postpone the balance of the work until next year.

On July 18th, the low bidder addressed a letter to the State Highway Commission advising that by reason of other work that he was performing in the same part of the State, he would be able to construct the bituminous macadam wearing surface on the Baker-Pleasant Valley Section (Federal Aid Project No. 66) at considerably lower prices than he had bid for that unit, quoting a total of $40,369.25 for the same as compared with his original bid of $46,253.75, and the engineer's estimate of $38,813.50. With this quotation before it, the Highway Commission considered that the interests of the State would be best served by awarding Mr. Compton the contract for that unit of the work, and upon the advice of its attorney to the effect that such an award would be legal and within the discretionary powers of the Commission, the Commission made the award on July 24th.

In oral discussions of this project, representatives of your Bureau have advised that the awarding of this work to Mr. Compton without readvertisement for bids might not meet with the approval of the Bureau. Admittedly, this work could have been readvertised, but under the circumstances readvertisement could not have been expected to give lower prices, and would have delayed the awarding of the contract from three weeks to a month, forcing execution of the work into a period of much less favorable weather conditions. The procedure followed in this instance, namely, that of negotiating with the low bidder in cases where all bids have been un-

satisfactory, is generally recognized as ethical, and is specifically authorized by our State laws. It is a practice commonly followed in connection with both public and private work.

In view of the conditions and circumstances here mentioned, we believe that the action of the Commission in awarding the contract to Mr. Compton is well advised and proper in every respect, and we can not think that the awarding of the contract without readvertisement constitutes cause for the refusal of federal aid on the project. The Bureau's rules and regulations do not state that advertising for bids is a prerequisite to the awarding of contracts. In fact, they state quite definitely that advertising is not a prerequisite. The requirement is that the methods used in awarding the contracts be adequate "to insure economy and efficiency in the expenditure of the money," and it is our contention that the methods used were adequate to accomplish that object.

Believing that your final judgement in this matter will be the same as our own, we are submitting herewith, an estimate of the quantities and unit prices which we propose to include for the bituminous macadam wearing surface on the Baker-Pleasant Valley Section, in the modified project agreement estimate which will shortly be submitted for Project No. 66. A copy of Mr. Compton's letter quoting the prices at which he has agreed to construct the bituminous macadam is also being enclosed.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. L. Probert,
Office Engineer.

SLP:ER
encl.

Oregon State Highway Department — Project No. 66 (Resp.)

BAKER-PLEASANT VALLEY UNIT OF THE

BAKER-NELSON SECTION IN BAKER COUNTY

(Estimate for constructing bituminous macadam wearing surface.
Based on contract prices)

Salem, Oregon, July 23, 1930.

9.4 Miles	Preparation of Base	$50.00	$ 470.00
11,115 cu. yds.	Placing Mineral Aggregate	1.45	16,116.75
14,700 yd. mi.	Hauling Mineral Aggregate	0.25	3,675.00
664 tons	Asphalt in place	30.00	19,920.00
75 M-Gals.	Sprinkling	2.50	187.50
	Sub-total		$40,369.25
	10% Engr. & Cont.		4,036.92
	Total		$44,406.17

Length of Roadway (Baker-Pleasant Valley Unit) 9.482 Miles.

Cost per Mile $4,713.05.

Oregon State Highway Department — Project No. 66 (Recp.)

BAKER-PLEASANT VALLEY UNIT OF THE

BAKER-HELSON SECTION IN BAKER COUNTY

(Estimate for constructing bituminous macadam wearing surface.
Based on contract prices)

Salem, Oregon, July 23, 1930.

9.4 Miles	Preparation of Base	$50.00	$ 470.00
11,115 cu. yds.	Placing Mineral Aggregate	1.45	16,116.75
14,700 yd. mi.	Hauling Mineral Aggregate	0.25	3,675.00
664 tons	Asphalt in place	30.00	19,920.00
75 M-Gals.	Sprinkling	2.50	187.50
	Sub-total		$40,368.25
	10% Engr. & Cont.		4,036.82
	Total		$44,405.17

Length of Roadway (Baker-Pleasant Valley Unit) 9.422 Miles.

Cost per Mile $4,713.03.

COPY

63

J. C. COMPTON COMPANY

McMinnville, Oregon.

July
19th
1930

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

On the Baker-Pleasant Valley section of the La Grande Oiling Project upon which bids were received on May 22, 1930 we were low bidders and the bid was rejected on the whole project due to the fact of the excess of the bid over the estimate of some thousand dollars.

We would like to submit a price upon the above section, Baker-Pleasant Valley, namely the quantities enumerated herein with the prices extended which we understand is approximately your estimate on the job.

9.4 miles	Preparation of base	50.00	470.00
11,115 cubic yards	Placing mineral aggregate	1.45	16,116.75
14,700 yard miles	Hauling mineral aggregate	.25	3,675.00
664 tons	Asphalt in place	30.00	19,920.00
75 M-gals	Sprinkling	2.50	187.50
			$40,369.25

This work to be carried on and completed according to the specifications for the La Grande Oiling Project with the exception of the clause applying to the pneumatic tires on the trucks. On our Vale-Ontario contract, the equipment being used are solid tires. The cost of changing these trucks to pneumatic tires is approximately $7000 and the elimination of this feature makes it possible for us to submit a price which probably conforms to your estimate.

Our organization in that territory is now available and can be placed upon this work within one week if this proposal should meet with your approval and the job completed within 35 working days.

Yours very respectful,

J. C. COMPTON COMPANY

By J. C. Compton (Sd)
J. C. Compton.

JCC/er

4 copies

Oregon State Highway Dyartment — Project No. 66 (Rep)

Baker - Pleasant Valley Unit of the
Baker - Nelson Section in Baker County

Estimate for constructing bituminous macadam wearing surface. Based on contract prices)

Salem Oregon July 28 1930

9.4 miles	Preparation of Base		$ 50.00	$ 470.00
11,115 Cy	Placing Mineral Aggregate		1.45	16,116.75
14,700 yd mi	Hauling Mineral Aggregate		.25	3,675.00
664 Tons	Asphalt in Place		30.00	19,920.00
75 M-Gal	Sprinkling		2.50	187.50
		Sub total		$ 40,369.25
		10% Engr & Cont.		4,036.92
		Total		$ 44,406.17

Length of Roadway (Baker - Pleasant Valley Unit) 9.422 miles
Cost per mile $ 4,713.03

~~State funds 16,772.22~~
~~Federal Aid 27,633.95~~ (62.3%)

$ 44,406.17

R. S. VAN
C. E. GATES
NORBERT W.

PR-LL

OREGON STATE HIGHWAY COMMISSION
H. G. SMITH
LA GRANDE, OREGON

August 9, 1950

Mr. H. G. Smith
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Answering your letter of July 18, 1950 concerning the acquisition of extra right of way on the Weiser-Ontario Section of the Old Oregon Trail with particular reference to improved property in front of homes, etc., would say that I think it would be preferable, even at some additional expense, to secure this right of way rather than to take a deed with reservations. If, of course, the additional width could not be secured at a reasonable figure and if the property owners' reservations were not too burdensome it might be desirable to accept such an arrangement, but it would be preferable, of course, to secure the property outright without any reservations.

Very truly yours,

State Highway Engineer

RAK:HH

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON
July 19, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Weiser-Ontario Section.
Right of Way.

RECEIVED
JUL 22 1930
STATE HIGHWAY COM
OREGON

Dear Sir:

I believe that practically all the property owners on the Slides Section have been interviewed regarding the acquisition of an 80' right of way, and while the deeds have only been signed for the desert land, there appears to be nothing which will stand in the way of our acquiring the irrigated tracts, except minor details, which will take considerable time, can be finally adjusted.

Several of the places have houses, lawns and trees quite close to the road. While they are willing to sell the remainder of the place, they do tno wish the highway to encroach any further on their lawns. I believe this, however, can be adjusted by making a reservation in the deed that the lawns and trees will be left as they are. This will allow the telephone lines to be moved back to the 80' right of way line which is the only important feature as we would not disturb the trees and lawns in any event.

One or two people are willing to give full right of way across their yards for additional compensation. One man is asking $50.00 additional, and another $100.00. It seems to me that it would be advisable to pay this additional money in order to have a deed without reservations in these instances. In one or two other instances the pipe line which irrigates their ranches, is immediately inside the highway fence. As these pipe lines and flumes are very old it would be impossible to move them, and it is questionable at the present time whether the borrow which we could get there would at all offset the cost of replacing the pipe line. In these instances I believe we should acquire the right of way with a proviso that the owner should remove the pipe line

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

as soon as reconstruction is necessary. This would give us an opportunity to acquire a full 80' right of way for the removal of the pole lines and the planting of trees, and would not be unduly expensive.

I have not been able to purchase one of the gravel pits which is in two pieces; .68 of which is on the S.M.French property, and .34 belonging to Frances E. Curtis. This pit has been included in the specifications, but it is extremely doubtful that it will be used. However, authority should be obtained from the Commission to condemn this pit if necessary. I will write you further.

Very truly yours,

H G Smith

HGS:CW

Division Engineer.

A-1 E-16057 5000 6-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR66

PR#

OREGON STATE HIGHWAY COMMISSION

SALEM
August
7th
1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Klein
State Highway Engineer
O f f i c e

Dear Sir:

With reference to our price agreement with Joslin & McAllister on contract #1062 for resurfacing and furnishing stockpile materials on the Baker-Pleasant Valley section of the Old Oregon Trail in Baker County which price agreement provided for the furnishing of extra fine materials over and above that contemplated in the contract.

When we originally awarded this contract, it was with the intention of constructing a bituminous macadam top during the season of 1930. However, in the fall of 1929 we found that some raveling was developing and we placed a preliminary surface treatment on 6.5 miles to prevent the surface raveling which had become manifest. This caused a shortage of fine materials and we requested the contractor to increase the quantity over and above the estimated amount but he refused to do this at his contract price because of the fact that he furnished evidence that he was losing money on these classes of materials and in consequence did not wish the contract increased without additional compensation. The quarry that he was operating was composed of large boulders mixed with clay and hardpan and it was quite difficult for him to separate the clay and hardpan from the good material and very expensive to blockhold and shoot each individual boulder.

It would have been possible to have purchased the material from Quinn & Robbins from their quarry east and south of the job on the Joslin & McAllister plant at some saving but at that time Quinn & Robbins were not operating that plant and could not furnish the materials until later in the season and this would prevent our taking bids for the construction of a bituminous macadam until late in the season because of the deficiency in fine materials. Consequently, it was deemed to the advantage of the State to accept Joslin & McAllister's price on the extra fine materials on this contract.

Yours respectfully,

R. H. Baldock
Maintenance Engineer

RHB/er

REFERRED TO
Pratt
State Highway Engineer

COPY

COMMISSIONERS
H. SEYMAN DUSER, CHAIRMAN, PORTLAND
C. A. E. GARRO, MEDFORD
[illegible]
M. A. LYTLE, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

March 14th
1 9 3 0.

IN REPLY PLEASE
REFER TO FILE NO.
1-PF

Mr. H. C. Smith,
Division Engineer,
Oregon State Highway Department,
La Grande, Oregon.

Dear Sir:

We find that under our price agreement with Joslin & McAllister on contract #1062 that the price submitted amounted to $3.00 per cubic yard for additional fine materials. We can haul these materials from the quarry in the Quinn & Roberts contract and place it at the Joslin & McAllister quarry for $2.58 per cubic yard. We could affect a further saving by placing a portion of this material at the east end of the Joslin & McAllister work which would lower the price to a little less than $2.00 per cubic yard. Please advise me at once how much material Joslin & McAllister has out and give me your recommendations for an adjustment in these quantities wherein it would be possible to use some of the Quinn & Roberts material.

I would suggest that we get out sufficient materials from the Joslin & McAllister contract to complete the bituminous macadam this year but that we provide the maintenance material from the Quinn & Roberts contract. I am attaching hereto a statement of the quantities for the bituminous macadam and the quantities for the maintenance materials per mile.

When you make your report, send in a straight line chart showing how the materials are set out at the present time.

Yours truly,

R. H. BALDOCK,
Maintenance Engineer.

RHB/ER

H. B. VAN DUZ
C. E. GAILES
SE

PR #66

August 7, 1930.

Mr. W. W. Stiffler,
Resident Engineer,
State Highway Department,
Baker, Oregon.

Dear Sir:

Reference is made to your letter of August 2nd relative to the Baker-Pleasant Valley bituminous macadam work.

You have probably by this time received, through Mr. Smith, a copy of the contract covering this particular project, and are, therefore, aware that the work is to be handled as a separate contract, and not as a part of the oiling project. You will not now need a copy of Mr. Compton's letter quoting the prices which are to apply, as those prices can be ascertained from the contract.

Charges in connection with the Baker-Pleasant Valley bituminous macadam work should be made against Prefix 1-BC.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:HR

cc to H. G. Smith

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO

Baker, Oregon
August 2, 1930

Roy A. Klein
State Highway Engr.
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

Your letter of July 29 together with specifications covering the Bituminous Macadam Wearing Surface on the Baker-Pleasant Valley Section.

The inclosure mentioned; a copy of letter from J. C. Compton Co. quoting unit prices to apply on this section was omitted.

Kindly advise if this work is to be made a part of Contract No. 1154 through a Price Agreement, and if so if a copy of the Specifications are to accompany each of the 5 copies required.

Yours truly,

W. W. Stiffler
Res. Maint. Engr.

C.C: H. G. Smith
Div. Engr

1BC

1966

July 29, 1930.

Mr. W. F. Stiffler,
Resident Engineer,
State Highway Department,
Baker, Oregon.

Dear Sir:

We are sending to you herewith the copies of specifications for the La Grande Bituminous Macadam Project which should have been sent with our letter of July 28th.

To provide you with the quantities and unit prices involved in the bituminous macadam, wearing surface to be constructed on the Baker-Pleasant Valley Section, we are enclosing herewith a copy of Mr. Compton's letter quoting the prices at which he would perform the work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Peabert,
Office Engineer.

SHP:ER
encl.

cc to H. G. Smith

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Baker , Oregon.
July 28, 1930.

IN REPLY PLEASE
REFER TO FILE NO

ATTENTION S.H.PROBERT.

Mr. Roy A. Klein
State Highway Engineer,
Salem , Oregon.

Dear Sir:

Am returning herewith to copies of specifications for the Eugene Oiling Project, received this A.M. these specifications do not include the B-7 type Bituminous Macadam wearing surface, which is to be constructed on the Baker-Pleasant Valley Section by contractor J.C.Compton.

In your letter of July 26 which accompanied the specifications, you state you are sending specifications of the LaGrande Oiling Project, which was the request of Division Engineer, H.G.Smith.

Very truly yours,

W.W.Stiffler,

Resident Maintenance Engineer,

By: E.E.Stream
E.E.Stream
Assistant.

cc.H.G.Smith
Division Engineer,
La Grande , Ore

PR 66

July 29, 1930

J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of contract no. 1217 which was awarded to you by the State Highway Commission at their meeting on July 24, covering the surfacing of the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on Page 7 of the contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Windeyer
Chief Clerk

HBG:F

Mr. Klein
Compton price
low bid
shown below.

1645 00
1835 50
4410 00
2053 400
187 50

40369
5,453

PR66

J. C. COMPTON COMPANY

GENERAL CONTRACTORS

July
16th
1930

State Highway Commission

Oregon

Gentlemen:

On the Baker - Pleasant Valley section of the La Grande Oiling Project upon which bids were received on May 22, 1930 we were low bidders and the bid was rejected on the whole project due to the fact of the excess of the bid over the estimate of some thousand dollars.

We would like to submit a price upon the above section, Baker-Pleasant Valley, namely the quantities enumerated herein with the prices extended which we understand is approximately your estimate on the job.

9.4 miles	Preparation of base	50.00	470.00
11,115 cubic yards	Placing mineral aggregate	1.45	16,116.75
14,700 yard miles	Hauling mineral aggregate	.25	3,675.00
664 tons	Asphalt in place	30.00	19,920.00
75 M-gals	Sprinkling	2.50	187.50
			$40,369.25

This work to be carried on and completed according to the specifications for the La Grande Oiling Project with the exception of the clause applying to the pneumatic tires on the trucks. On our Vale - Ontario contract, the equipment being used are solid tires. The cost of changing these trucks to pneumatic tires is approximately $7000 and the elimination of this feature makes it possible for us to submit a price which probably conforms to your estimate.

Our organization in that territory is now available and can be placed upon this work within one week if this proposal should meet with your approval and the job completed within 35 working days.

Yours very respectful,

J. C. COMPTON COMPANY

By J. C. Compton

JCC/er

J. C. COMPTON COMPANY

PR66

J. C. COMPTON
McMinnville, Oregon

GENERAL CONTRACTORS

July
18th
1930

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

On the Baker - Pleasant Valley section of the La Grande Oiling Project upon which bids were received on May 28, 1930 we were low bidders and the bid was rejected on the whole project due to the fact of the excess of the bid over the estimate of some thousand dollars.

We would like to submit a price upon the above section, Baker-Pleasant Valley, namely the quantities enumerated herein with the prices extended which we understand is approximately your estimate on the job.

9.4 miles	Preparation of base	50.00	470.00
11,115 cubic yards	Placing mineral aggregate	1.45	16,116.75
14,700 yard miles	Hauling mineral aggregate	.25	3,675.00
664 tons	Asphalt in place	30.00	19,920.00
75 M-gals	Sprinkling	2.50	187.50
			$40,369.25

This work to be carried on and completed according to the specifications for the La Grande Oiling Project with the exception of the clause applying to the pneumatic tires on the trucks. On our Vale - Ontario contract, the equipment being used are solid tires. The cost of changing these trucks to pneumatic tires is approximately $7000 and the elimination of this feature makes it possible for us to submit a price which probably conforms to your estimate.

Our organization in that territory is now available and can be placed upon this work within one week if this proposal should meet with your approval and the job completed within 35 working days.

Yours very respectful,

J. C. COMPTON COMPANY

By J. C. Compton

JCC/er

PR#66

OREGON STATE HIGHWAY COMMISSION

June 2, 1930.

Mr. W. W. Stiffler,
Resident Engineer,
Baker, Oregon.

Dear Sir:

Unless there is some particular reason for handling it otherwise, we would like to suggest that the enclosed voucher, covering payment to Joslin & McAllister, for certain materials delivered in stock piles at Mile Post 345.4 of the Old Oregon Trail, be cancelled, and that payment for the materials be made on the regular estimates in connection with Joslin & McAllister's contract for the resurfacing of the Baker-Pleasant Valley Section.

We find that when payments to contractors are made on commercial vouchers, duplication of payment is apt to occur, and we have, therefore, adopted the policy of confining all payments to contractors to the regular payments which are made for the contract work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MR

cc to H. C. Smith,
Division Engineer,
La Grande, Oregon.

encl.

FORM S-M-1 S 16600 2000 3-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR. 66

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

June 20, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Pleasant Valley-Durkee drain.
Price Agreement.

Dear Sir:

Herewith please find Price Agreement to cover the installation of 610 lineal feet of center drain on the Pleasant Valley-Durkee Section of the Old Oregon Trail. This is slightly in excess of the price which we have been laying this drain for by our own forces, but it is entirely new work to the contractor and he seems unwilling to make a lower price. We have no crew available to do this work ourselves, and therefore I would suggest that the Price Agreement be accepted.

I was unable toget a reasonable bid at a unit price per lineal foot; consequently, it was necessary to divide the job up into the various items shown on the Price Agreement.

Sections where it was proposed to install these drains, are places where the ground is of a swampy nature and has not stood up under the movement of the trucks and power shovel.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encl.

I would recommend doing the work because of the evident need. RWS.

3

Mr Klein This work cost us 615 ft $\frac{95}{100}$ Total $915- Elmo $205

TIN H.

Price agreement --

FORM S-M-1 D-1466 1000 8-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR66

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

NOTED
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

June 9, 1930.

Mr. H. J. Miller,
Resident Engineer,
Box 697,
Baker, Oregon.

RECEIVED
JUN 10 1930
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Attached please find a copy of a complaint from the Traffic Officer concerning the signs and signal lights on the Pleasant Valley-Durkee Section. I have called your attention to unnecessary obstructions, such as compressors and tools occupying the traveled roadway when they could be placed off the roadbed.

At the start this job was very well signed, but it is evidentthat many of them have been destroyed or have not been erected in the conspicuous manner in which they were at first. Since there are only a few days left to complete the grading, will you kindly make it a point to either go over the work, yourself, or have an inspector do it each night before quiting time to see that the lights are installed, and the road left presentable for night traffic.

Very truly yours,

H. G. Smith

Division Engineer.

HGS:CW
Encl.

cc Roy A. Klein.

FF PR 66 PR66

June 7, 1930.

Mr. W. M. Lymah,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We refer now to your letter of June 6, in regard to the Baker-Durkee Project, F. A. P. No. 66.

We do not propose to readvertise for bids for what we called the LaGrande Bituminous Macadam Project. We do, however, propose to perform with state forces the portion of that project which applies to the Baker-Pleasant Valley Section, and on that part of the work we desire to receive federal aid. Revised estimates and cost analysis for this unit will be forwarded to you as soon as we find time to prepare them. Inasmuch as our state force operations will conform with the specifications which were prepared when it was proposed to contract the work, we are assuming that it will not be necessary to submit new specifications.

Construction of the bituminous macadam wearing surface on the Hilgard-LaGrande Project will not be proceeded with this year as was contemplated when bids for the LaGrande Bituminous Macadam Project were called for. It is our intention, however, to apply a preliminary oil surface treatment over that project this year, and to construct the bituminous macadam wearing surface in 1931. The preliminary oil treatment will be applied in accordance with the specifications which were submitted to you along with the specifications for the resurfacing work, and we will, of course, expect to receive federal aid in connection with that work.

It is our understanding that no further action on our part will be necessary in order to obtain the federal cooperation.

Very truly yours,

ROY A. [redacted]
State Highway Engineer

By

S. H. Probert, Office Engineer

SHP:AB

AR 66

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 6, 1930.

Mr. Roy Klein
State Highway Engineer
Salem, Oregon.

Dear Sir:

Reference is made to Oregon Federal Aid No. 66, Baker-Durkee section of the Old Oregon Trail.

The work on the revisions and surfacing of this project has been let under several contracts. The bids for bituminous surfacing were opened on May 22, at which time all bids were rejected. We would be pleased to know if this work is to be readvertised for the June meeting.

We are anxious to receive the estimate for preparation of the modified project agreement as the last section of this work was awarded in December, 1929, and that work is nearly half done. However, if the bituminous macadam is to be readvertised for June, it would probably be advisable to hold the estimate until that time, provided it is submitted promptly after the award.

Very truly yours,

W. H. LYNCH
District Engineer

PR 6-6

OREGON STATE HIGHWAY COMMISSION

April 26, 1930.

Mr. E. C. Smith
Division Engineer
State Highway Department,
LaGrande, Oregon.

Dear Sir:

We are returning to you herewith approved copies of the price agreement submitted with your letter of April 22, which price agreement applies to the Joslin & McAllister contract for the surfacing of the Pleasant Valley Section, and covers payment for the loading, hauling and stockpiling of screen rejections below one-eighth inch in size. The price of 75 cents per cubic yard which you are allowing for this work seems to be exorbitant, particularly so in view of the fact that in connection with most of our contracts, the same work is being paid for at a price of 25 cents per cubic yard. The quantity involved is small, however, and in view of that fact, together with the fact that the contractors have experienced unusual difficulties in connection with the production of materials for the project concerned, the agreement is being approved.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. E. Probert
Office Engineer

EEP:AP
Enclosure

...ND
...N, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER

LA GRANDE, OREGON

April 22, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
APR 23 1930
OREGON
STATE HIGHWAY COMMISSION

Baker-Pleasant Valley Section.
Price Agreement.

Dear Sir:

Herewith please find Price Agreement for the purchase of 200 cubic yards of 1/8 inch to dust material from Joslin & McAllister's Baker-Pleasant Valley set-up. This material is to be used in the seal coat on the penetration work.

Very truly yours,

H G Smith

Division Engineer.

HGS:CW
Encl.

PR 6.6

OREGON STATE HIGHWAY COMMISSION

LA GRANDE OREGON

March 5, 1930.

Mr. H. O. Smith
Division Engineer
State Highway Department,
LaGrande, Oregon.

Dear Sir:

Reference is made to your letter of March 3, transmitting price agreement for 30" corrugated galvanized iron pipe to be installed on the Pleasant Valley-Durkee Section of the Old Oregon Trail. The omission of this size of pipe from the bid items appears to have been an oversight. It was not intentionally eliminated.

In this connection we might advise that the 30" size of pipe is a standard size, and a size which we regularly include in our contracts.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

March 3, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

Herewith please find Price Agreement for the installation of the 30" corrugated galvanized iron pipe on the Pleasant Valley-Durkee Section. As these are merely extensions to existing culverts, I would recommend that they be approved.

Although this was included on the profile submitted to the Salem office, it was omitted from the proposal I presume on account of the size of pipe not being according to our standards, but I think an exception should be made in this case as it would cause considerable inconvenience to replace the entire pipe.

Very truly yours,

H G Smith

HGS:OW
Encl.

Division Engineer.

PR66

February 14, 1930

Shell Oil Company
1020 Chamber of Commerce Building
Portland, Oregon

Attention: D. E. Burroughs
District Credit Office

Gentlemen:

Replying to your inquiry of the 12th instant concerning Quinn Robbins Company, Inc., to whom the State Highway Commission awarded a contract for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, Oregon, wish to say that the surety appearing on this bond is the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are the local agents, with offices in the Yeon Building, Portland. The amount of this contract is $167,919.10. The amount of the bond is $78,959.55.

The work consists of 12.4 miles of regrading and resurfacing and the time limit specified for the completion of the work is September 30, 1930. This is State Highway Contract no. 1157.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

ANSWERED
H. B. G.

SHELL OIL COMPANY
FORMERLY
SHELL COMPANY
OF CALIFORNIA
1020 CHAMBER OF COMMERCE BUILDING
PORTLAND

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

February 12,1930

Mr. Roy A.Klein,
STATE HIGHWAY ENGINEER,
State of Oregon,
Salem, Oregon.

Dear Sir:-

QUINN & ROBBINS.

We are making deliveries of gasoline and lubricating oil to Ryberg,McHugh & Cowley, sub-contractors under the contract awarded to QUINN and ROBBINS of Boise, Idaho, for grading, surfacing, and rebuilding the Old Oregon Trail Highway between Durkee and Pleasant Valley, Oregon.

In this connection, we would appreciate it very much if you would give us the following information concerning the contract:

1. Name of Bonding Company furnishing surety and name of Agent.

2. Amount of job in dollars, and amount of bond in dollars

3. Length of contract and approximate time required to complete job, also date set for completion.

Thanking you for this favor, we are

Yours very truly,

ANSWERED H. B. G.

#1137

SHELL OIL COMPANY.

D. E. Burroughs,

DEB:N District Credit Office.

PR66

STENCIL NO. 125

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,
Jan. 11, 1930

In reply please
refer to File No. _____

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 66.

Very truly yours,

W. H. LYNCH
District Engineer

By _____

Encls.

Org 66 Rep

SPECIAL PROVISIONS

Quartz Station Revision

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the eighth (8th) day of March, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of .81 mile of highway roadbed on the Old Oregon Trail in Baker County, which work is to be known as the grading of the Norton Station Revision.

The west end of the project is at Station 272+00 (Mile Post 344.35), which station is approximately six miles east of the city of Baker. The east end of the project is at Station 315+00 (M. P. 344.25.)

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than May 31, 1929.

EXCAVATION

Classification:

Under this contract, the single classification basis of classification described on page 22 of the standard specifications shall apply.

SALVAGING & RELAYING PIPE

Work to be Done:

Under this item the contractor shall take up such of the pipe culverts now in place on the existing road as the engineer may direct, and shall reinstall them at such road crossings, approach drives, and other places, as the engineer may designate.

Measurement and Payment:

Payment for the salvaging and reinstallation of the old culvert pipe will be made at the prices bid per lineal foot for "Salvaging and Reinstalling Culvert Pipe", and these prices shall be understood to cover the taking up, hauling, and reinstalling of the pipe and the taking-off of the old headwalls. It shall not, however, be understood to include the excavation necessary to

APPROVED: [signature]
ACTING CHIEF, BUREAU OF [illegible]
10-19-29

uncover the old pipe, the excavation of the trench in which the pipe is to be placed, nor the construction of new headwalls, all of which work will be paid for at the unit prices bid for the appropriate items.

SALVAGING OF SURFACING MATERIALS

Work to be Done:

Wherever the construction of the new roadbed interferes with the old roadbed in such manner that the old surfacing would be either covered up or excavated, the contractor shall carefully take up the old surfacing materials and place them in neat piles at such points alongside the roadway as the engineer may designate, it being understood that none of the materials will have to be hauled a distance of more than one-thousand feet.

To keep the surfacing materials as free from dirt and other foreign matter as is possible, the taking-up of the materials and the loading of them into trucks shall be done by hand or by some other means equally as satisfactory to the engineer. The use of fresnoes or scrapers in the handling of the materials will not be permitted. The piles into which the materials are placed shall be built up to a height of at least six feet.

Measurement and Payment:

For each cubic yard of old surfacing materials salvaged as above specified, the contractor will receive payment at the price bid for "Salvaging Surfacing Materials." The quantities to be paid for shall be determined by cross-section measurement of the piles in which the materials are placed.

PROVISION FOR TRAFFIC

The work to be done under this contract shall be conducted in such a manner that traffic can at all times pass without material difficulty or inconvenience, and without material interruption or delay.

SUPPLEMENTAL INSTRUCTIONS TO BIDDERS

Revised Specifications and Contract Agreement Form:

The work covered by this proposal is to be done in accordance with the provisions, terms, specifications and requirements set out in the "Standard Specification and Contract Agreement Form" issued by the State Highway Commission under date of January 1st, 1929. The bidder is expected to secure for himself a copy of this form and to familiarize himself fully with all of the provisions thereof.

Revised Proposal Form:

The bidder's attention is called to the fact that this proposal form contains some instructions and provisions that did not appear in the proposal form which was in use during the year 1928. All instructions and provisions contained in the proposal form should, therefore, be read carefully.

Baker-Pleasant Valley Section

Federal Aid Project No. 66

SUPPLEMENTAL SPECIFICATION RELATING TO EARTH FILLER

The material to be furnished under the item "Earth Filler" shall be the stone chips and stone dust screened from the quarry rock before the rock is passed into the crusher, and/or the material below one-eighth (1/8) inch in size which is screened from the broken stone after crushing, and/or sand or sand loam obtained from such sources as the engineer may select and designate.

The use of clay as a "filler" or "binder" in the resurfacing will not be permitted.

SPECIFICATION FOR OILING OF MACADAM BASE

BAKER-PLEASANT VALLEY SECTION

Federal Aid Proj. No. 66

1. Description: - As a means of preserving the newly constructed Macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: - 18 feet with extra width as required.

3. Size of Aggregates: - Grade "B" - 3/4 to 1/2 inch
   Grade "A" - 1/2 to 1/8 inch

4. Oil: - No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure: - a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   c. Apply No. 3 oil at a rate of one-quarter gallon per square yard.

   d. Spread Grade "B" rock, .007 cubic yards per square yard. Blade, broom and roll, and while brooming and rolling is in progress, spread Grade "A" rock, .0035 cubic yards per square yard.

   e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, one-quarter gallon per square yard.

   f. Spread Grade "B" rock, .007 cubic yards per square yard. Blade, broom and roll, and while the brooming and rolling is in progress, spread Grade "A" rock, .0035 cubic yards per square yard. Continue brooming and rolling until the surfacing is thoroughly compacted.

6. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

SPECIAL PROVISIONS

Baker-Pleasant Valley Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A.M.) on the twenty-ninth (29th) day of January, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 9.5 miles of broken stone resurfacing on the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County, and of the furnishing of approximately 12,110 cubic yards of broken stone for use by the State in connection with betterment operations on the same section.

The west end of the project is at M.P. 340.0, which point is at the south corporate limit of the city of Baker. The east end of the project is at M.P. 349.5, which point is about one and one-half mile west of Pleasant Valley station.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than November 30, 1929.

BROKEN STONE RESURFACING

Standard Specification to Apply:

The broken stone resurfacing shall be constructed in accordance with the standard specification for "Rock Surfacing" as the same is given on page 28 of the standard specification form, except as this standard specification is hereinafter supplemented and qualified.

Kind and Quality of Materials:

The materials to be used in the construction of the broken stone resurfacing shall be clean broken stone manufactured from the hardest, most durable and otherwise most suitable rock available from the quarry site situated about one-quarter of a mile south of the highway at M.P. 345.6.

Sizes of Materials:

The broken stone to be used in the resurfacing work shall be of two sizes, viz: base course broken stone and top course broken stone.

Base course broken stone shall all pass a screen having two and one-half (2½) inch circular openings. It need not contain any material passing a screen having one and one-half (1½) inch circular openings, but it shall be well graded from the two and one-half (2½) inch size to the minimum size of one and one-half inch or less.

Top course broken stone shall all pass a screen having one and one-half (1½) inch circular openings. It shall be well graded from the one and one-half (1½) inch size to dust.

Quantities per Mile:

The quantities of new base course materials and new top course materials to be used per mile on different portions of the project will be as follows:

M.P. to M.P.	Distance	Cu. Yds. per Mile Base Mat'ls.	Top Mat'ls.
340.0 to 342.0	2.0	1500	500
342.0 to 343.5	1.5	1200	500
343.5 to 344.5	1.0	1500	500
344.5 to 345.5	1.0	1200	500
345.5 to 349.5	4.0	1500	500

Preparation of Subgrade:

The existing surfacing shall be thoroughly scarified, after which all of the old surfacing materials shall be bladed from their present position on the subgrade, into windrows along the edges of the roadway. In the performance of this operation, care shall be exercised to keep the old surfacing materials as free as possible from dirt and other objectionable matter, and if considered necessary by the Engineer, the areas upon which the old materials are to be windrowed shall be bladed and thus made free of weeds and other undesirable matter.

After the old surfacing materials have been windrowed as above provided, the subgrade shall be reshaped so as to provide proper superelevation on curves and proper crown on tangents, and so as to be otherwise suitable to receive the resurfacing materials. If proper superelevation cannot be obtained by reshaping the old subgrade, new earth materials shall be brought in for this purpose, in which case, however, the contractor will receive extra payment for the excavating and hauling of the material required.

The subgrade shall be prepared only a short distance in advance of the placing of surfacing materials, and after it has once been prepared, it shall be maintained true to cross-section, grade and surface until covered. It must be in a condition satisfactory to the Engineer at the time the surfacing materials are placed upon it.

Disposition of Old Surfacing Materials:

A part of the old surfacing materials which, as above provided, have been bladed into windrows at the edges of the roadway, shall be mixed with the upper three or four inches of the new base course materials, and the balance of them shall be mixed with the new top course materials, the mixing of the old materials with the new materials being accomplished in each case in the same manner as is specified for the mixing of filler materials with the surfacing materials.

The mixing of the old materials with the new as here provided for, will to some extent take the place of the earth filler materials usually used rock surfacing construction, but it is expected that in addition thereto some earth filler materials will be required in each of the two courses of resurfacing materials.

Measurement and Payment:

Payment for the broken stone resurfacing constructed as specified will be made on the same basis as is specified in the standard specification for rock surfacing, except that separate payment will be made for the hauling of the materials from the bunkers to the place of deposit on the highway, this separate payment to be made at the price bid per yard mile for "Hauling Broken Stone, Truck Measure.", Haul distances will be measured in half-mile units, fractional half-miles being allowed for as full half-miles.

Payment for the salvaging of the old surfacing materials and the incorporation of them in the resurfacing as specified, shall be understood to be included in the payments to be made for the new broken stone furnished and used in the work, and no separate payment will be made for it.

BROKEN STONE FOR BETTERMENT

Work to be Done:

Under this specification the contractor shall furnish approximately 12,110 cubic yards of broken stone for later use in connection with betterment operations on the Baker-Pleasant Valley Section.

Quality of Materials Et Cetera:

The materials to be furnished under this specification shall be of the same kind and quality as is hereinbefore specified for the materials to be furnished for the resurfacing work.

The conditions governing the acquiring and developing of the source of materials shall also be the same as apply in connection with the resurfacing work.

Sizes and Grades of Materials:

The materials shall be of four sizes or grades, which sizes or grades will hereinafter be referred to as Grade "A", Grade "B", Grade "C" and Grade "D".

All of each grade of material shall pass a screen having openings of a certain size, and all of each grade of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of openings in screen through which all must pass.	Size of openings in screen on which all must be retained.
Grade "D"	2 inch, circular	1½ inch, circular
Grade "C"	1½ inch, "	3/4 " , "
Grade "B"	3/4 " , "	1/2 " , "
Grade "A"	1/2 " , "	1/8 " , square

Delivery of Materials:

Of the 12,110 cubic yards of materials to be furnished, approximately 11,300 cubic yards shall be delivered in stock piles on such suitable sites alongside the highway as the Engineer may select, and approximately 810 cubic yards shall be delivered into trucks at the quarry.

Preparation of Stock Pile Sites:

The sites for the stock piles shall be cleared and otherwise prepared in accordance with the instructions of the Engineer.

The work involved in the preparing of the sites will be considered "extra work", and will be paid for accordingly.

Height and Form of Piles:

The piles shall be not less than ten (10) feet in height, with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable.

Separate piles shall be provided for each of the different grades of materials, and the piles shall be so arranged that there will be no possibility of the different grades becoming mixed.

Payment for Materials Delivered in Stock Piles:

For the materials delivered in stock piles, as above provided, payment will be made at the prices bid for the following items:

1. Grade "A" Materials in Stock Pile
2. Grade "B" Materials in Stock Pile
3. Grade "C" Materials in Stock Pile
4. Grade "D" Materials in Stock Pile

The prices bid for these items will not, however, be understood to include the cost of hauling. Payment for the hauling of the materials from the bunkers to the stock pile sites will be made at the price bid per yard mile for "Hauling Broken Stone, Pile Measure", the haul distances to be measured in half-mile units and the volumes of materials hauled to be measured in the completed stock piles.

The quantities of stock piled materials to be paid for shall be determined by cross-section measurement of the completed stock piles, no allowance being made for settlement or shrinkage.

Payment for Materials Delivered into Trucks:

For the furnishing and loading of the broken stone to be delivered f.o.b. trucks at the source of materials as above specified, payment will be made at the prices bid for the following items:

1. Grade "A" Materials in Trucks
2. Grade "B" Materials in Trucks
3. Grade "C" Materials in Trucks
4. Grade "D" Materials in Trucks

The quantities of materials delivered in this manner will be measured in the trucks at the points of loading.

For such hauling of these materials as may be done by the contractor, payment will be made at the price bid per yard mile for "Hauling Broken Stone, Truck Measure", the quantities to be measured in trucks and the haul distances to be measured in half-mile units.

MISCELLANEOUS PROVISIONS

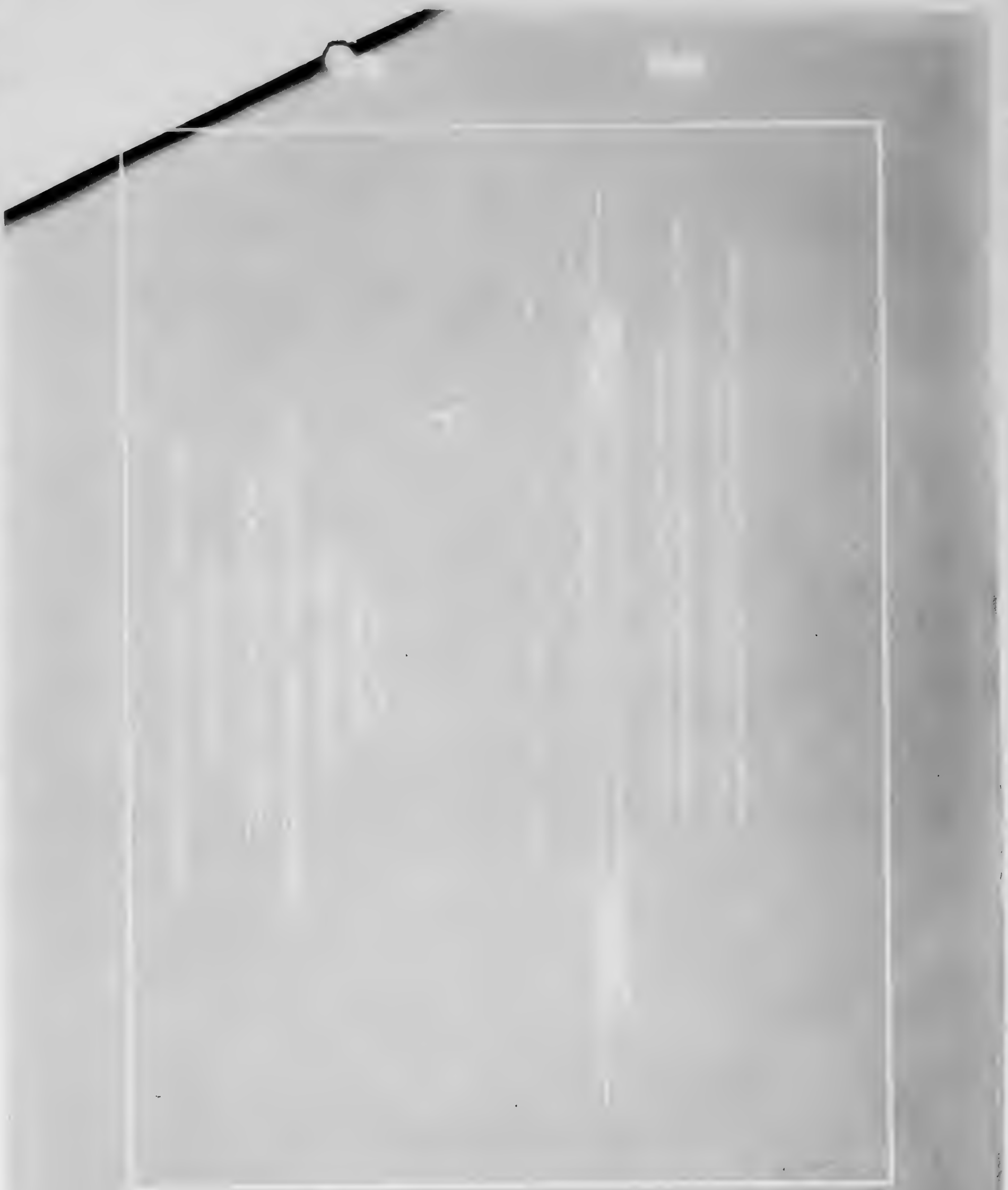
Truck Loads to be Leveled:

To enable accurate measurement of those materials which are to be measured in trucks, the materials in each truck load shall be struck off or otherwise brought to a level surface. This work shall be done by the contractor at the point at which the trucks are loaded.

Use of Materials from Stock Piles:

The right is reserved by the State to use materials from stock piles before the piles have been entirely completed, and measured. In case materials are so used, payment for them will be made at the price which applies to the same class of mate-

rial when delivered into trucks at the bunkers, allowance for the hauling of the materials from the bunkers to the stock-pile site being made to the contractor at the price bid per yard mile for "Hauling Broken Stone, Truck Measure", the haul distances to be measured in half-mile units. The materials to be paid for in this manner will be measured in the trucks as they are loaded from the stock piles.



BLIC ROADS
SION OF DESIGN

SPECIFICATION FOR BITUMINOUS MACADAM WEARING SURFACE

BAKER-PLEASANT VALLEY SECTION

Federal Aid Project No. 66

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the multiple lift type. Its compacted thickness shall be two and three-quarters inches. The first lift shall consist of Grade "D" rock and No. 3 oil, and shall be approximately one and one-third inches in thickness. The second lift shall consist of Grade "C" rock and No. 3 oil, and shall be slightly more than one-half of an inch in thickness. The third lift shall consist of Grade "B" rock, Grade "A" rock and No. 3 oil, and shall be slightly less than one-half of an inch in thickness. The fourth lift shall consist of Grade "A" rock, sand and No. 3 oil, and shall be slightly less than one-half of an inch in thickness.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone or crushed gravel of the king and quantity hereinafter specified under the head "Mineral Aggregate".

The oil shall be asphaltic road oil (No. 3 oil) conforming in all respects with the specifications given hereinafter under the head "Road Oil". The manner of application of the oil shall also conform with the specifications given under the head "Road Oil".

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary.

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam shall consist of an application of No. 3 road oil followed by an application of Grade "D" aggregate. The oil shall be applied upon the prepared and oiled macadam base at a rate of approximately 0.15 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.05 cubic yard per square yard. The aggregate shall be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear. .050 a .10 mi

This first lift shall be lightly rolled with a power roller.

of Bituminous Macadam:

The second lift of the bituminous macadam shall consist of an application of No. 3 road oil followed by an application of Grade "C" aggregate. The oil shall be applied at a rate of approximately 0.65 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.021 cubic yard per square yard.

This lift shall be thoroughly rolled.

Third Lift of Bituminous Macadam:

The third lift of bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "B" aggregate and by an application of Grade "A" aggregate. The oil shall be applied at a rate of approximately 0.375 gallons per square yard. The Grade "B" aggregate shall be applied at a rate of 0.010 cubic yard per square yard and the Grade "A" aggregate shall be applied at a rate of 0.005 cubic yard per square yard.

This lift shall be thoroughly rolled and broomed, the grade "A" aggregate being added while the rolling and brooming is in progress. The brooming shall be done with a non-revolving type of broom attached to the roller. After the lift is thoroughly compacted, it shall be allowed to stand under traffic for at least six days.

Fourth Lift of Bituminous Macadam:

The fourth lift of the bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "A" aggregate and by an application of sand or fine screenings. The oil shall be applied at a rate of 0.375 gallons per square yard. The Grade "A" aggregate shall be applied at a rate of 0.015 cubic yard per square yard, and the sand or fine screenings shall be applied at a rate of 0.003 cubic yard per square yard.

This lift shall be rolled and while the rolling is in progress, the fine aggregate shall be broomed about on the surface. The rolling and brooming shall continue until the oil has hardened and will absorb no more aggregate.

Construction Under Traffic:

Where traffic cannot conveniently be detoured from the section of road in process of construction, the construction of the wearing surface shall be proceeded with in the following manner:

Each day a length of road shall be laid out to be surfaced that day. The oiled macadam base on this length of road shall then be broomed and made ready for surfacing over one-half of its width, and on this half-width of prepared base, the first lift of the bituminous macadam surfacing shall be placed. Then, while traffic is being handled over this first lift of surfacing, the second half of the oiled base on the length of road to be surfaced that day shall be broomed and made ready for surfacing, and shall have constructed upon it its first lift of bituminous macadam. Traffic shall then be switched back to the second half of the roadway, and the next lift of the surfacing shall be constructed upon the first half of the roadway. In this manner, each of the lifts of bituminous macadam shall be constructed first on one half width and then on the other half width of the roadway,

taken to "break joints" each time with the lift or course below and care taken to avoid any overlapping of the spreads of oil or spreads of rock along centerline joints.

At the end of the day's run, each lift or course shall be terminated approximately five feet back from the end of the lift or course below it, so as to provide a sort of lapped joint between the work of one day and the work of the following day.

MINERAL AGGREGATES

Aggregates Are In Stock Pile:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone and/or crushed gravel which the State has had produced for the purpose and now holds in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 3/4 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "C" materials shall all pass a 1 1/2 inch circular ring and be retained on a 3/4 inch circular ring.

Grade "D" materials shall all pass a 2 inch circular ring and be retained on a 1 1/2 inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will

...iform spread over a width equal to one-half of the ...ing surface.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

ROAD OIL

Description:

Oil furnished under these specifications shall be called No. 3 oil, and it shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall conform with the following requirements:

Asphaltic Residue of 80 Penetration	minimum	94%
Viscosity, Float Test at 122° F.	minimum	225 sec.
Flash Point, Cleveland Open Cup Test	minimum	425
Water and Sediment	maximum	1½%
Water	maximum	½%
Sediment	maximum	1 %
Bitumen (soluble in Carbon Bisulphide)	minimum	99%
Bitumen (soluble in Carbon Tetrachloride)	minimum	99.65%
Bitumen Insoluble in 86° B paraffin naphtha	minimum	6
Bitumen Insoluble in 86° B paraffin naphtha	maximum	27
Penetration of Residue after loss on heating at 163° C. for 5 hrs.	minimum	150

Test Methods:

In the testing of oils, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial Designation		D243-26
Viscosity, Float Test at 122° F.	"	"	D139-27
Flash Point, Cleveland Open Cup	"	"	D 92-24
Water & Sediment, centrifuge Method	"	"	D 96-28
Water	"	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	"	D165-27
Loss on Heating	"	"	D 6-27
Penetration of Bituminous Materials	"	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Dept. of Agriculture Bulletin 1216, revised September, 1928.

(Standard 1-29)

and Method of Application of Oil:

The No. 3 road oil shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Oil that has been overheated or "burned" shall not be used in the work.

The oil shall be spread by means of a pressure destributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tackometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

(Standard 1-29)

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface as above specified, exclusive only of the furnishing of the mineral aggregates which, as hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. No. 3 Oil (F. O. B. nearest rail point)
2. Construction of Bituminous Macadam Wearing Surface.

The quantities of oil to be paid for shall be the number of gallons used in the work as determined by measurement in the cars.

The quantity to be paid for under the item "Construction of Bituminous Macadam Wearing Surface", shall be the number of cubic yards of mineral aggregate actually incorporated in the work, the quantities to be measured in the trucks at the points of loading.

(Standard 1-29)

PR6

January 8, 1930

Joslin & MacAllister
512 Realty Building
Spokane, Washington

Gentlemen:

Your request for an extension of time on contract No. 1068, Baker-Pleasant Valley Section resurfacing and maintenance material, was considered at the December meeting of the Commission and the following action was taken:

"Joslin & MacAllister, contract No. 1068, Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County, resurfacing and maintenance material, requested an extension of time to June 1, 1930. On account of difficulties in producing crushed rock from the quarry on this contract, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission."

Very truly yours,

State Highway Engineer.

HH

PR66

January 3, 1930

Quinn Robbins Co., Inc.
Box 467,
Boise, Idaho

Gentlemen:

We are returning to you today by express four copies of the contract recently awarded you by the Highway Commission for the regrading and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County.

An inspection of the signatures appearing on the contract agreement and bond reveals to us the fact that they have not been signed by the Secretary of your corporation. Since it is a requirement of this department that both the President and Secretary of corporations sign to bind the company, we request that this be done in this instance.

When these have been signed by the Secretary, please return all copies to this office for the approval of the Highway Commission. We will then furnish you with an executed copy for your records and files.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:MF

FORM S-M-1 D-18469 1000 8-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR66

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER

LA GRANDE, OREGON

December 14, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Pleasant Valley-Durkee.

RECEIVED
DEC 17 1929

Dear Sir:

In response to your request for information concerning Quin-Robbins, Incorporated, I beg to advise that I called up their Boise Office and talked to Mr. Quinn. He stated that they had made arrangements to sub the grading work to Rayberg & McQue, a steam shovel organization who would put a large and small shovel on the job. Rayberg & McQue are a well known firm of contractors in the Boise territory. Williams is familiar with them through their sub-contractors and foreman. He stated that they would not attempt to do any work with teams as they had on the Quartz Revision, but it would be handled strictly as a shovel job. They expect to do the surfacing themselves as they are really surfacing contractors.

Quinn-Robbins have done considerable work in Idaho, but the Quartz Revision and the Silvies Section surfacing for the Bureau are the only jobs which I am familiar with in Oregon. While one would perhaps question their method of handling the Quartz Revision, they finished the job practically within the time limit and did everything asked without bickering.

They are considerably lower than the estimate, but the under-run is confined to the grading portion. Their prices are slightly higher than the estimate on surfacing. The grading prices would average about the same as the prices for the Kamela-Hilgard section with a considerable advantage in climatic conditions.

The Quartz Revision was a very small job, but it was practically adjacent to this one. It was let to them at a single classification for 35¢ and the material in the bottom of the cuts was very much harder than we had anticipated, containing considerable material which had to be shot. Therefore these contractors are fully advised and experienced in regard to the traffic conditions and they also had a considerable experience with the material to be encountered.

Therefore, there would appear to be no particular reason why the award should not be made to them as they are an existing firm of contractors of several years standing and have had Oregon experience in this immediate vicinity.

Very truly yours,

H. G. Smith

Division Engineer.

HGS:OW

PR 66

FILE

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 5, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Baker-Malheur

Reference is made to the reopening of Federal Aid Project No. 66, for the purpose of placing a crushed rock macadam base with a bituminous macadam wearing surface.

It is our understanding that the macadam base is to be 19-ft. wide, and the bituminous macadam 18-ft. wide. Inasmuch as the time is short on this project, we will recommend those widths, but reference is made to our letter of May 13th, 1929, and your reply of June 5th, 1929, agreeing to place a macadam base of 20-ft. under 18-ft. bituminous wearing surfaces. It is suggested that on future projects of this type the base be made 20-ft. in width.

Very truly yours,

W. H. LYNCH
District Engineer.

PR 66

December 30, 1929.

Mr. W. L. Lynch,
District Engineer,
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying specifications covering the Pleasant Valley-Durkee Section of the Old Oregon Trail, Project No. 66. Four blue print sets of plans for this project are being sent under separate cover.

The special provisions and one set of plans were sent to you yesterday.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

JHH:AP
Encls.

Oregon State Highway Department — Project No. 66, Reopened

PLEASANT VALLEY-BURKEE SECTION

OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate with Specifications. Not as Basis for Modified Agreement.)

Salem, Oregon, December 20, 1929.

All Required	Clearing and Grubbing			$ 300.00	
65,500 cu.yds	Common Excavation	.30	.40	26,200.00	
35,500 cu.yds	Solid Rock Excavation		.85	30,175.00	
92,000 yd.sta.	Overhaul	.04	.03	2,760.00	
14,000 yd.mi.	Truck Haul	.20	.25	3,500.00	
340 lin.ft	12" Corr. Galv. Iron Culv. Pipe	1.20	2.00	680.00	
640 lin.ft	18" Corr. Galv. Iron Culv. Pipe	1.65	2.50	1,600.00	
240 lin.ft	24" Corr. Galv. Iron Culv. Pipe	2.50	3.00	720.00	
40 lin.ft	36" Corr. Galv. Iron Culv. Pipe	4.60	6.50	260.00	
14 lin.ft	12" Corr. Galv. Iron Siphon Pipe	1.40	3.00	42.00	
90 lin.ft	18" Corr. Galv. Iron Siphon Pipe	1.85	3.50	315.00	
310 lin.ft	Salv. and Reinstall. 12" & 18" Pipe	.50	1.00	310.00	
150 lin.ft	Salv. and Reinstall. 24" to 36" Pipe	.90	1.50	225.00	
38 cu.yds	Cl. "A" Concrete	2.80	35.00	1,330.00	
3,000 lbs	Metal Reinforcement	.08	.10	300.00	
1,000 lin.ft	Salv. Guard Fence	.35	.10	100.00	
3,300 cu.yds	Salv. Surfacing Materials	1.00	.50	1,650.00	
4,000 yd.mi.	Hauling Salv. Surfacing	.30	.25	1,000.00	
23,700 cu.yds	Base Course Resurfacing	1.22	1.05	24,885.00	
4,200 cu.yds	Top Course Resurfacing	1.20	1.60	7,320.00	
2,000 cu.yds	Rock Shoulders	.40	.40	800.00	
2,000 cu.yds	Earth Filler	.30	.20	1,000.00	
65,000 yd.mi.	Hauling Br. Stone (Trunk Haul)	.18	.16	10,400.00	
15,000 yd.mi	Hauling Shoulder Rock Matls.	.18	.18	2,700.00	
10,000 yd.mi.	Filler Haul	.30	.20	2,000.00	
130,000 sq.yds	Oiling (State Force)		.10	13,000.00	

Aggregate for Bit. Mac. Wearing Surface

2,700 cu.yds	Gr. "A" Matls. in Stock Pile	1.25	1.25	3,375.00
1,300 cu.yds	Gr. "B" Matls. in Stock Pile	1.15	1.15	1,495.00
11,900 cu.yds	Gr. "C" Matls. in Stock Pile	1.05	1.05	12,390.00
400 cu.yds	Sand	—	—	—
3,900 yd.mi.	Hauling Br. Stone (Stock Pile Haul)	.17	.15	6,240.00

Bit. Mac. Wearing Surface Construction

16,200 cu.yds	Mineral Aggregate in Place	1.70	27,540.00
225,000 gal.	Asphaltic Cement in Place	.13	29,250.00
4,000 cu.yds	Gravel or Talus Headers	1.00	4,000.00
	Sub-total		$221,687.00
	10% Engr. & Cont.		22,165.70
			$ 243,852.70

Length of Project (including structures)		12.453 miles
Length of Prichard Creek Br.	60 ft.	
Length of Alder Creek Br.	44 ft.	
Length of Unity Overcrossing	110 ft.	
Total Length of Structures	214 ft.	.041 miles
Length of Project (excluding structures)		12.382 miles

Cost per mile $19,675.81

State Funds Available	$ 92,091.84
Federal Aid Requested	151,730.86
	$ 243,822.70

Non-participating Items

Stock Pennes, (Sta. 1003+50 and 1157+00)

45 cu.yds	Class "A" Concrete	$ 25.00	$1,125.00
4,000 lbs	Metal Reinforcement	.10	400.00
10 cu.yds	Rubble Masonry	10.00	100.00

Maintenance Materials

1,700 cu.yds	Gr. "A" Matls. in Stock Pile	1.25	2,125.00
2,500 cu.yds	Gr. "B" Matls. in Stock Pile	1.15	2,875.00
6,000 yd.mi.	Hauling Br. Stores (Pile Mear)	.18	1,080.00
			$ 7,705.00

COST ANALYSES

PLEASANT VALLEY-DUNSEE SECTION

Federal Aid Project No. 66 - (Reopened)

1. Broken Stone Resurfacing:

Setting up and dismantling plant	$0.10 per cu.yd
Quarrying and crushing	.50 " "
Preparation of subgrade	.05 " "
Spreading, rolling, compacting, and other street work	.25 " "
Overhead and superintendence	.10
Sub-total	$ 1.00
15% Profit	.10
Average Price	$ 1.20

2. Oiling:

No. 3 oil (.4 gal at $.0855)	$ .034 per sq.yd
Rock (.02 cu.yd at $1.50)	.030 " "
Heating, loading, hauling and applying oil	.014 " "
Loading, hauling, spreading and rolling rock	.013 " "
Preparation of base	.003 " "
Moving and setting up plant	.002 " "
Traffic control	.002 " "
Supervision	.002 " "
Total	$ .100

3. Mineral Aggregate in Place:

Preparation of base	.03 per sq.yd
Loading and hauling aggregate	.45 " "
Spreading and rolling	.20 " "
Trimming earth shoulders	.10 " "
Traffic control	.05
Supervision	.08
Contingencies and weather delays	.07
Moving, setting up and dismantling plant	.12
Total	$ 1.70

4. Asphaltic Cement in Place:

Grade "F" Asphalt (f.o.b. Baker)	$ .0838 per gallon
Heating, loading, hauling and placing	.0362 " "
Total	.13

PLEASANT VALLEY-DURKEE SECTION

FEDERAL AID PROJECT NO. 06, - (PROPOSED.)

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the penetration type. Its compacted thickness shall be two and three quarters inches.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone of the kind and quantity hereinafter specified under the head of "Mineral Aggregate."

The bituminous binding material shall be grade "H" asphalt 90-110 penetration conforming in all respects with the specifications given hereinafter under the head "Asphaltic Cements." The manner of application of the asphalt shall also conform with the specifications given under the head "Asphaltic Cement."

Construction of Gravel or Talus Headers:

Gravel or rock talus material shall be spread along either shoulder in a windrow parallel to the centerline and nine feet therefrom to the amount of approximately 100 cubic yards to the mile on either side. The inner edge shall be trued up so that it is exactly nine feet from the centerline and the top struck off so that the depth is approximately three and one-half inches loose above the finished grade at the shoulder. The gravel or talus shall be run-bank material all of which will pass a screen having two and one-half inch circular openings.

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary. Upon the clean oiled macadam base there shall be spread a tack coat of grade "H" asphalt at the rate of 1/3 gallon per square yard.

Application of Coarse Stone for the Bituminous Macadam

Between the gravel headers constructed as above stated, there shall be applied a layer of grade "D" aggregate to the amount of approximately .08 cubic yard per square yard. The spread shall cover the entire width of the roadway and shall be trued up to crown, grade, cross-section, and even depth by means of motor graders and wheel drags supplemented by the addition of more stone where necessary and the removal of excess stone where required, the latter work to be done by hand.

If traffic is to be carried over the road while under construction, one-half of the road shall be barricaded from traffic permitting one way traffic, by means of flagmen, over the remaining half. The first half of the roadway shall then be carefully hand spotted with additional stone or the removal of excess stone so that the surface is perfectly true to crown, grade and cross-section. If necessary to add additional stone to a certain spot, care should be used so that there is no segregation of the aggregate. The entire surface shall be carefully inspected and all spots showing any dirt, fine stone, earth, or other fine materials shall be removed and replaced with satisfactory materials. After the surface has been hand spotted in accordance with the above instructions, it shall be gone over lightly with a long wheel base motor grader acting as a strike board removing small inequalities resulting from hand work. The surface shall then be lightly rolled after which it shall be carefully checked with a straight edge or template so that the surface shall be free from humps, hollows and shall not vary more than one-fourth of one inch from the true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed and additional material added as described above after which the surface shall again be lightly touched up with the motor grader. In adding new material, the old material shall be loosened before the new material is spread thereon. The surface shall then be thoroughly rolled until locked and keyed. The rolling shall start at the edge, the rear wheel lapping half on the gravel header and half on the macadam stone and shall proceed at a rate of not more than 60 feet per minute. If the stone begins to creek, or chip, the rolling shall be discontinued.

Application of Keystone Rock:

After the coarse stone has been well rolled and compacted as above described, asphalt shall be applied at the rate of 1 1/4 gallons per square yard followed by an application of grade "B" keystone to the amount of approximately .0120 cubic yards per square yard. This shall be made in two applications. First an application of .009 cubic yards per square yard by hooking over the freshly spread asphalt with an end dump truck and the remaining material shall be spread by hand to chink up the interstices between the large stone. Immediately after the first application and during the hand spotting process, the stone shall be broomed and rolled. Wire brooms shall be attached to the roller and a wire broom to the motor grader. The brooming and rolling and addition of grade "B" keystone shall be continued until the coarse stone is well chinked up. Care shall be taken in placing this keystone so there is no layer or mat formed. No stone shall be placed over a width of about one foot at the center. This shall be keyed on the construction of the second half. The roller shall at all times be in contact with the large coarse stone and the small keystone be forced into the interstices of the large coarse stone by brooming and rolling. Water shall be sprayed on the roller wheels or oil mats placed thereon so as to prevent the picking up of the asphalt.

After the surface has been chinked up with the keystone and well rolled and compacted, there shall be spread an application of grade "A" screenings at the rate of .006 cubic yards per square yard followed by brooming and rolling. The surface shall then be allowed to stand for at least ten days under traffic before the application of the seal coat.

Construction of the Second Half:

Immediately following the construction of the first half of the bituminous macadam as above described, the second half shall be built. The loose stone should stick up about 3/4 inches above the compacted portion before rolling, and care should be exercised to prevent the formation of a center joint. This can be accomplished by overlapping the blade grader on the first course.

Construction of the Seal Coat:

The macadam surface of the entire width of the roadway shall be carefully swept free from all excess stone, screenings, dirt, and other material after which there shall be spread asphalt to the amount of one-third gallon per square yard to be followed by an application of grade "A" screenings at the rate of .015 cubic yards per square yard. The surface shall then be bladed, dragged, and broomed and rolled until the screenings fill in the small interstices of the surface and the bituminous binder is thoroughly set and hardened. There will generally be an excess of screenings which will kick off under traffic. If, during the curing process any bleeding shall develop, additional screenings shall be added. Within a few days subsequent to the construction of the seal coat, a thin spread of coarse sand or rejections passing the 1/8 inch screen shall be made at the rate of approximately .003 cubic yards per square yard.

MINERAL AGGREGATES

Aggregates Are in Stock Pile:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone produced under a separate contract and held in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 1 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "C" materials shall all pass a 2½ inch circular ring and be retained on a 1½ inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will give a uniform spread over a width equal to one-half of the width of the wearing surface.

When spreading aggregate over freshly spread asphalt, the trucks shall be run backward so that the asphalt will be covered with aggregate before the truck wheels come upon it.

ASPHALTIC CEMENT

Specifications for Asphaltic Cements:

The asphaltic cement furnished under these specifications shall be made from an asphaltic base oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall:

1. Be homogeneous and free from water. It shall conform to the following requirements:
   a. Penetration at 25 degrees C.(77 degrees F.), 100 g., 5 sec. . . . 90 to 110.
   b. Flash Point (Pensky-Martin closed cup) ... not less than 400 degrees F.
   c. Loss on heating at 163 degrees C.(325 degrees F.), 50 g. . 5 hr.....
      not more than 2 per cent penetration at 25 degrees C. (77 degrees F.), 100 g., 5 sec., of residue after heating at 163 degrees C.(325 degrees F), as compared with penetration of asphalt cement before heating .. not less than 50 per cent.
   d. Ductility at 25 degrees C (77 degrees F.) .... not less than 30 cm.
   e. Proportion of bitumen soluble in carbon tetrachloride .... not less than 99%.
2. The properties enumerated in these specifications shall be determined in accordance with the following methods of test of the American Society for Testing Materials:
   a. Penetration: Standard method of test for Penetration of Bituminous Materials (Serial Designation: D 5).
   b. Flash Point: Standard Method of Test for Flash and Fire Points by Means of Open Cup (Serial Designation: D 92).
   c. Loss on Heating: Standard Method of Test for Loss on Heating Oil and Asphaltic compounds (Serial Designation: D 6).
   d. Ductility: Tentative Method of Test for Ductility of Bituminous Materials (Serial Designation: D 113-26 T).
   e. Proportion of Bitumen Soluble in Tetrachloride: Standard Method of Test for the Determination of Proportion of Bitumen ~~Insoluble~~ Soluble in Carbon Tetrachlorides (Serial Designation: D 165).

Manner and Method of Application of Asphaltic Cement:

The asphaltic cement shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Asphaltic cement that has been overheated or "burned" shall not be used in the work.

The asphaltic cement shall be spread by means of a pressure distributor which will satisfactorily make the distributions required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of asphalt can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of asphalt at the junction of two applications, the distribution shall be promptly stopped when the flow begins to thin just before the tank is empty. Each time that the application from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of the asphalt shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application, any spots are missed, asphalt shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of asphalt will be required, and distributors equipped with poor valves will not be allowed to operate on the project. On each application of asphalt, water shall be sprayed on the surface just ahead of the asphalt from a separate tank mounted on the distributor and by a separate spray bar to the amount of 10 per cent of the asphalt by volume. To the cold water shall be added 10 per cent soap jelly by Volume.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlay each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

Surface Irregularities:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any raveling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of bituminous binder or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer

No Work During Rainy Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface as above specified, exclusive only of the furnishing of the mineral aggregates which, as hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. Asphaltic Cement in place.
2. Mineral Aggregate in Place
3. Gravel or Talus Headers

The quantities of asphaltic cement in place to be paid for shall be the number of gallons used in the work as determined by measurement in the cars, when reduced to a temperature of 60 degrees F.

The quantity to be paid for under the item "Mineral Aggregate in Place" shall be the number of cubic yards of mineral aggregate actually incorporated in the work, the quantities to be measured in the trucks at the point of loading.

The quantity of "Gravel or Talus Headers" to be paid for shall be the number of cubic yards loose measure in trucks placed on the shoulders.

FLK/SANT VALLEY-DURKEE SECTION

FEDERAL AID PROJECT NO. 66, - (REOPENED.)

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the penetration type. Its compacted thickness shall be two and three quarters inches.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone of the kind and quantity hereinafter specified under the head of "Mineral Aggregate."

The bituminous binding material shall be grade "E" asphalt 90-110 penetration conforming in all respects with the specifications given hereinafter under the head "Asphaltic Cements." The manner of application of the asphalt shall also conform with the specifications given under the head "Asphaltic Cements."

Construction of Gravel or Talus Headers:

Gravel or rock talus material shall be spread along either shoulder in a windrow parallel to the centerline and nine feet therefrom to the amount of approximately 100 cubic yards to the mile on either side. The inner edge shall be trued up so that it is exactly nine feet from the centerline and the top struck off so that the depth is approximately three and one-half inches loose above the finished grade at the shoulder. The gravel or talus shall be run-bank material all of which will pass a screen having two and one-half inch circular openings.

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary. Upon the clean oiled macadam base there shall be spread a tack coat of grade "E" asphalt at the rate of 1/5 gallon per square yard.

Application of Coarse Stone for the Bituminous Macadam:

Between the gravel headers constructed as above stated, there shall be applied a layer of grade "D" aggregate to the amount of approximately .08 cubic yard per square yard. The spread shall cover the entire width of the roadway and shall be trued up to crown, grade, cross-section, and even depth by means of motor graders and wheel drags supplemented by the addition of more stone where necessary and the removal of excess stone where required, the latter work to be done by hand.

If traffic is to be carried over the road while under construction, one-half of the road shall be barricaded from traffic permitting one way traffic, by means of flagmen, over the remaining half. The first half of the roadway shall then be carefully hand spotted with additional stone or the removal of excess stone so that the surface is perfectly true to crown, grade and cross-section. If necessary to add additional stone to a certain spot, care should be used so that there is no segregation of the aggregate. The entire surface shall be carefully inspected and all spots showing any dirt, fine stone, earth, or other fine materials shall be removed and replaced with satisfactory materials. After the surface has been hand spotted in accordance with the above instructions, it shall be gone over lightly with a long wheel base motor grader acting as a strike board removing small inequalities resulting from hand work. The surface shall then be lightly rolled after which it shall be carefully checked with a straight edge or template so that the surface shall be free from humps, hollows and shall not vary more than one-fourth of one inch from the true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed and additional material added as described above after which the surface shall again be lightly touched up with the motor grader. In adding new material, the old material shall be loosened before the new material is spread thereon. The surface shall then be thoroughly rolled until locked and keyed. The rolling shall start at the edge, the rear wheel lapping half on the gravel header and half on the macadam stone and shall proceed at a rate of not more than 60 feet per minute. If the stone begins to crack, or chip, the rolling shall be discontinued.

Application of Keystone Rock:

After the coarse stone has been well rolled and compacted as above described, asphalt shall be applied at the rate of 1 1/4 gallons per square yard followed by an application of grade "B" keystone to the amount of approximately .0120 cubic yards per square yard. This shall be made in two applications. First an application of .009 cubic yards per square yard by backing over the freshly spread asphalt with an end dump truck and the remaining material shall be spread by hand to chink up the interstices between the large stone. Immediately after the first application and during the hand spotting process, the stone shall be broomed and rolled. Wire brooms shall be attached to the roller and a wire broom to the motor grader. The brooming and rolling and addition of grade "B" keystone shall be continued until the coarse stone is well chinked up. Care shall be taken in placing this keystone so there is no layer or mat formed. No stone shall be placed over a width of about one foot at the center. This shall be keyed on the construction of the second half. The roller shall at all times be in contact with the large coarse stone and the small keystone be forced into the interstices of the large coarse stone by brooming and rolling. Water shall be sprayed on the roller wheels or oil mats placed thereon so as to prevent the picking up of the asphalt.

After the surface has been chinked up with the keystone and well rolled and compacted, there shall be spread an application of grade "A" screenings at the rate of .005 cubic yards per square yard followed by brooming and rolling. The surface shall then be allowed to stand for at least ten days under traffic before the application of the seal coat.

Construction of the Second Half:

Immediately following the construction of the first half of the bituminous macadam as above described, the second half shall be built. The loose stone should stick up about 3/4 inches above the compacted portion before rolling, and care should be exercised to prevent the formation of a center joint. This can be accomplished by overlapping the blade grader on the first course.

Construction of the Seal Coat:

The macadam surface of the entire width of the roadway shall be carefully swept free from all excess stone, screenings, dirt, and other material after which there shall be spread asphalt to the amount of one-third gallon per square yard to be followed by an application of grade "A" screenings at the rate of .015 cubic yards per square yard. The surface shall then be bladed, dragged, and broomed and rolled until the screenings fill in the small interstices of the surface and the bituminous binder is thoroughly set and hardened. There will generally be an excess of screenings which will kick off under traffic. If, during the curing process any bleeding shall develop, additional screenings shall be added. Within a few days subsequent to the construction of the seal coat, a thin spread of coarse sand or rejections passing the 1/2 inch screen shall be made at the rate of approximately .005 cubic yards per square yard.

MINERAL AGGREGATES

Aggregates Are in Stock Piles:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone produced under a separate contract and held in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 1 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "D" materials shall all pass a 2½ inch circular ring and be retained on a 1½ inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will give a uniform spread over a width equal to one-half of the width of the wearing surface.

When spreading aggregate over freshly spread asphalt, the trucks shall be run backward so that the asphalt will be covered with aggregate before the truck wheels come upon it.

ASPHALTIC CEMENT

Specifications for Asphaltic Cement:

The asphaltic cement furnished under these specifications shall be made from an asphaltic base oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall:

1. Be homogeneous and free from water. It shall conform to the following requirements:
   a. Penetration of 25 degrees C.(77 degrees F.), 100 g., 5 sec. . . . 90 to 110.
   b. Flash Point (Pensky-Martin closed cup) ... not less than 400 degrees F.
   c. Loss on heating at 163 degrees C.(325 degrees F.), 50 g. . 5 hr.....
      not more than 2 per cent penetration at 25 degrees C. (77 degrees F.), 100 g., 5 sec., of residue after heating at 163 degrees C.(325 degrees F). as compared with penetration of asphalt cement before heating .. not less than 60 per cent.
   d. Ductility at 25 degrees C (77 degreesFa) .... not less than 30 cm.
   e. Proportion of bitumen soluble in carbon tetrachloride .... not less than 99%.
2. The properties enumerated in these specifications shall be determined in accordance with the following methods of test of the American Society for Testing Materials:
   a. Penetration: Standard method of test for Penetration of Bituminous Materials (Serial Designation: D 5).
   b. Flash Point: Standard Method of Test for Flash and Fire Points by Means of Open Cup (Serial Designation: D 92).
   c. Loss on Heating: Standard Method of Test for Loss on Heating Oil and Asphaltic compounds (Serial Designation: D 6).
   d. Ductility: Tentative Method of Test for Ductility of Bituminous Materials (Serial Designation: D 113-26 T).
   e. Proportion of Bitumen Soluble in Tetrachloride: Standard Method of Test for the Determination of Proportion of Bitumen ~~Methods~~ Soluble in Carbon Tetrachloride (Serial Designation: D 165).

Manner and Method of Application of Asphaltic Cement:

The asphaltic cement shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Asphaltic cement that has been overheated or "burned" shall not be used in the work.

The asphaltic cement shall be spread by means of a pressure distributor which will satisfactorily make the distributions required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volumegauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of asphalt can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of asphalt at the junction of two applications, the distribution shall be promptly stopped when the flow begins to thin just before the tank is empty. Each time that the application from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of the asphalt shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application, any spots are missed, asphalt shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of asphalt will be required, and distributors equipped with poor valves will not be allowed to operate on the project. On each application of asphalt, water shall be sprayed on the surface just ahead of the asphalt from a separate tank mounted on the distributor and by a separate spray bar to the amount of 10 per cent of the asphalt by volume. To the cold water shall be added 10 per cent soap jelly by volume.

one

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any raveling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of bituminous binder or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface as above specified, exclusive only of the furnishing of the mineral aggregates which, as hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. Asphaltic Cement in place.
2. Mineral Aggregate in Place
3. Gravel or Talus Headers

The quantities of asphaltic cement in place to be paid for shall be the number of gallons used in the work as determined by measurement in the cars, when reduced to a temperature of 60 degrees F.

The quantity to be paid for under the item "Mineral Aggregate in Place" shall be the number of cubic yards of mineral aggregate actually incorporated in the work, the quantities to be measured in the trucks at the point of loading.

The quantity of "Gravel or T[illegible]eaders" to be paid for shall be the number of cubic yards loose measure in tru[illegible] placed on the shoulders.

SPECIFICATION FOR OILING OF MACADAM BASE

Pleasant Valley - Durkee

Federal Aid Proj. No. 66

1. Description:- As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width:- 18 feet with extra width as required.

3. Size of Aggregates:- Grade "B" - 1 inch to 1/2 inch
Grade "A" - 1/2 into to 1/8 inch

4. Oil:- No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure:-

a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

c. Apply No. 3 oil at a rate of one-fifth gallon per square yard. Temperature of oil at time of application to be not less than 375° F.

d. Spread Grade "B" Rock, .011 cubic yards per square yard. Blade, broom and roll.

e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, one-fifth gallon per square yard.

f. Spread Grade "A" Rock, .009 cubic yards per square yard. Blade, broom and roll. Continue brooming and rolling until the surfacing is thoroughly compacted, adding additional Grade "A" Rock to take up excess oil, if necessary.

6. Use of Water Spray:- The oil distributor shall be equipped with a water tank and water spray bar which will spray water onto the rock just ahead of the hot oil, in an amount equal to about ten per cent of the amount of oil. The water used shall be a soap and water solution made by mixing one part of soap jelly with ninety-nine (99) parts of water, the proportioning being done on a weight basis. The purpose of the soap-water spray is to cause the hot oil to foam, thereby giving a more effective distribution of the oil.

7. Correction of Defects:- Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

COMMISSIONERS
C. E. GATTS

PR 66

PR

December 4, 1929.

Mr. E. G. Smith,
Division Engineer
State Highway Department
La Grande, Oregon.

Dear Sir:

With regard to the change in the specified date for the completion of the regrading and resurfacing of the Pleasant Valley-Durkee Section, we wish to mention for your information that this change in date from August 31 to September 30, was made by Mr. Klein and Mr. Baldock for the reason that they considered it impractical to expect completion of a project of that size in any less time. You will recall that the project involves 100,000 yards of grading work as well as 54,000 cubic yards of rock production. The performance of that amount of work in less than a full years time is, in my opinion, quite beyond the capabilities of even our larger contractors.

Completion of the work before the end of the oiling season is of course very much to be desired, but it is very doubtful if that could be accomplished even under the most favorable conditions without very considerable extra expense. As I have stated above, however, the change was made by Mr. Klein and by Mr. Baldock after considerable discussion.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

...ORTLAND, CHAIRMAN
...MEDFORD
...ENT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

December 3, 1929.

Mr.Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

Herewith estimate of costs for the comparison of bids for the Pleasant Valley-Durkee Section.

I was rather disappointed to see that you had changed the date of completion toSeptember 30th, as I fixed it at August 31st so as to give us sufficient time to oil the project. We were caught this year by being unable to oil three miles of the Baker-Pleasant Valley Section, and it is very expensive to maintain and will be quite badly out of shape by next spring. The completion date on these resurfacing projects should be early enough to give us time to put down the surface treatment. We have worked out a satisfactory method this year of surface treating them immediately as it is very expensive and unsatisfactory to try to maintain them over the winter.

Very truly yours,

H G Smith

HGS:OW
Encl.

Division Engineer.

REFERRED TO
SHP.
...State Highway Engineer

12/3/29

PLEASAnt VALLEY-DURKEE, REGRADING AND RESURFACING.

Estimate of Costs by H. G. Smith, Division Engineer.
For Comparison of Bids.

Clearing and Grubbing	All			$ 300.00
Common Excavation	65,500	cu.yds	.50	32,750.00
Solid Rock Excavation	35,500	cu.yds	1.00	35,500.00
Overhaul	92,000	yd.sta	.04	3,680.00
Truck Haul	14,000	yd.mi.	.20	2,800.00
12" Corr. Galv. Iron Culv. Pipe	340	lin.ft	2.00	680.00
18" Corr. Galv. Iron Culv. Pipe	640	lin.ft	2.50	1,600.00
24" Corr. Galv. Iron Culv. Pipe	240	lin.ft.	3.00	720.00
36" Corr. Galv. Iron Culvert Pipe	40	lin.ft	6.50	260.00
12" Corr. Galv. Iron Siphon Pipe	14	lin.ft	3.00	42.00
18" Corr. Galv. Iron Siphon Pipe	90	lin.ft	3.50	315.00
Salvaging and Reinstalling 12" & 18" Pipe	310	lin.ft	1.00	310.00
Salvaging & Reinstalling 24" to 36" Pipe	150	lin.ft	2.00	300.00
Class "A" Concrete	78	cu.yds	30.00	2,340.00
Metal Reinforcement	7,000	lbs	.10	700.00
Cement Rubble Masonry	10	cu.yds	12.00	120.00
Salvaing Guard Fence	1,000	lin.ft.	.10	100.00
Salvaing Surfacing Materials	3,300	cu.yds	1.00	3,300.00
Hauling Salv. Surfacing Materials	4,000	yd.mi.	.25	1,000.00
Base Course Resurfacing	25,700	cu.yds	1.20	30,840.00
Top Course Resurfacing	6,100	cu.yds	1.20	7,320.00
Grade "A" Materials in Stock Pile	4,400	cu.yds	1.10	4,840.00
Grade "B" Materials in Stock Pile	3,800	cu.yds	1.10	4,180.00
Grade "D" Materials in Stock Pile	11,800	cu.yds	1.10	12,980.00
Rock Shoulders	6,000	cu.yds	.40	2,400.00
Earth Filler	5,000	cu.yds	.20	1,000.00
Hauling Broken Stone, Truck Measure	65,000	yd.mi.	.20	13,000.00
Hauling Broken Stone, Pile Measure	44,000	yd.mi.	.20	8,800.00
Hauling Rock Shoulder Materials	15,000	yd.mi.	.20	3,000.00
Filler Haul	10,000	yd.mi.	.20	2,000.00
				$ 177,177.00
Plus 10% for engineering costs and contingencies				17,717.70
				$ 194,894.70
12.5 miles of sprinkling at $500.00 per mile				6,250.00
				$ 201,144.70

Based on 15% profit to contractor.

COPY

PUBLIC SURVEY OFFICE

Portland, Oregon.

December 4, 1929.

Mr. H. J. Miller, Resident Engineer,
Oregon State Highway Department,
Baker, Oregon.

Dear Sir:

Mr. H. B. Glaisyer, Chief Clerk of the State Highway Commission has by his letter of the 3rd instant, requested that we forward to you, the field notes of certain corners in T. 10 S., R. 42 E., W. M., Oregon, indicated on the enclosed diagram.

Complying with the request, the notes desired are herewith enclosed.

Very respectfully,

Joseph A. Young

Office Cadastral Engineer.

NOTED
H. B. GLAISYER

COMMISSIONERS
R. S. VAN DUZER, M.
C. E. GATES, M.
ROBERT W. HAWYE

ROY A. KLEIN

OREGON STATE HIGHWAY COMMISSION

December 3, 1929

Mr. Joseph A. Ormong,
Office Cadastral Engineer,
Public Survey Office,
Custom House,
Portland, Oregon.

Dear Sir:

Will you please send to Mr. H. J. Miller, Resident Engineer, Oregon State Highway Department, Baker, Oregon, a copy of the original government field notes pertaining to the section line between Sections 29 and 32, and between Sections 30 and 31, T. 10 S., R. 42 E., W.M.; also, pertaining to the section line between Section 32, T. 10 S., R. 42 E., W.M., and Section 5, T. 11 S., R. 42 E., W.M., as shown on the accompanying diagram.

Our division engineer advises that these notes are urgently needed, for which reason we will appreciate very much your expediting the matter as much as possible.

We shall be pleased to honor your invoice for this service. Also, please send us a copy of your letter transmitting the notes to Mr. Miller.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:MF
cc H. C. Smith
cc H. J. Miller

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

November 29, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Glaisyer

Dear Sir:

Will you kindly send to H. J. Miller, Resident Engineer at Baker, Oregon, the U.S. Government survey notes pertaining to the line between sections 29 and 32, and the line between sections 30 and 31, T. 10 S., R.42 E.W.M.; and the line between sections 32 and 5, T. 11 S., R.42 E.W.M.

Will you please rush these notes as much as possible as they are necessary to check up a quarry on the Pleasant Valley-Durkee Section.

RECEIVED
DEC 2 1929
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

H G Smith

HGS:OW

Division Engineer.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. No.66

Post Office Building
Portland, Oregon.

Oct.30, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By
L.J.Canfield
Highway Engineer

Encl.

A 4pr 5884

Oregon Federal Aid Project No. 86.

RECEIVED
AUG
OREGON
STATE HIGHWAY COMMISSION

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 6, 1922, by the State Highway Commission of Oregon, and on August 4, 1922, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on October 6, 1922, by the said State Highway Commission, and on October 28, 1922, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 86; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 26.198 miles of roadway surfaced with gravel, and two bridges of more than 20 ft. clear span 0.032 of a mile in length, for which the estimate approved was $275,748.00, and $168,583.31 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $295,699.11, and voucher in the sum of $168,583.31 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans,

specifications and estimates approved for said project to provide for the construction of a bridge of more than 20 ft. clear span over Alder Creek at sta. 1143+50, for the reconstruction on improved alignment of that portion of the project between survey stations 272+00 and 315+00, thereby reducing the length of said project from 26.230 miles to 26.118 miles, and for placing additional surfacing materil and the construction of a bituminous macadam wearing surface between stations 40+50 and 538+98.9; at an estimated cost of $125,980.03; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $295,699.11 to $421,679.14, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $166,583.31 to $246,980.68;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of two hundred forty-six thousand, nine hundred eighty and 68/100 dollars ($246,980.68) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added paragraph (d) to read:

"(d) By the State, for the additional work involved in the reopening of said project, Chap. 175, Laws of 1917, Chap. 31, Laws of 1920."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans, and specifications:

Between survey station 40+50 at the southeasterly city limits of Baker in Sec.28, T.9 S., R.40 E., W.M., and survey station 1425+50 near the south line of Sec. 2, T.12 S., R.43 E., W.M., terminal points, a distance of 26.116 miles, known locally as the Baker-Nelson Section of the Old Oregon Trail, Baker County, consisting of 26.076 miles of roadway and three bridges of more than 20 ft. clear span 0.040 of a mile in length."

To Article III shall be added paragraph (e) to read:

"(e) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $294,226.68, Federal Aid $232,207.96; three bridges, approved estimate $27,452.52, Federal Aid $14,772.72."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred forty-six thousand, nine hundred eighty and 68/100 dollars ($246,980.68), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred twenty-one thousand, six hundred seventy-nine and 14/100 dollars ($421,679.14), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 26th day of August, 1929, and the Secretary of Agriculture on the 19th day of October, 1929.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 66

FOR AUTHORITY OF HIGHWAY DEPARTMENT TO EXECUTE AGREEMENTS SEE PROJECT NO. 112

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 40+50 at the southeasterly city limits of Baker in Sec.28, T.9 S., R.40 E., W.M., and survey station 1425+50 near the south line of Sec. 2, T.12 S., R.43 E., W.M.,

locally known as the Old Oregon Trail, Baker County,

and designated in the records of this Department as Project No. 66, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $421,679.14 in lieu of the previous actual payment of $168,583.31 as the total estimated cost of said project, and the sum of $246,280.68/ authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ percent of said total estimated cost.

Done at the city of Washington, this 19th day of October one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin

Acting Secretary of Agriculture.

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Stencil No. 123

PR66

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.F.A.P. 66-Reopened

Post Office Building,
Portland, Oregon,
Oct.28, 1929.

Mr.Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an approved copy of the estimate dated Apr. 23, 1929, which has been used as the basis of the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J.Caufield
L.J.Caufield
Highway Engineer

Encl.

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PR66

August 7, 1929

Mr. H. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

In compliance with your letter of August 3rd, we are submitting herewith six copies of the complete specifications for the bituminous macadam wearing surface which is to be constructed on the Baker-Pleasant Valley Section of the Old Oregon Trail, Federal Aid Project No. 66.

We are also submitting six copies of the supplemental special provision relating to the kind and quality of material to be used as "earth filler" in connection with the resurfacing operations.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
SHP:AF

Baker-Pleasant Valley Section

Federal Aid Project No. 66

SUPPLEMENTAL SPECIFICATION RELATING TO EARTH FILLER

The material to be furnished under the item "Earth Filler" shall be the stone chips and stone dust screened from the quarry rock before the rock is passed into the crusher, and/or the material below one-eighth (1/8) inch in size which is screened from the broken stone after crushing, and/or sand or sand loam obtained from such sources as the engineer may select and designate.

The use of clay as a "filler" or "binder" in the resurfacing will not be permitted.

SPECIFICATION FOR BITUMINOUS MACADAM WEARING SURFACE

BAKER-PLEASANT VALLEY SECTION

Federal Aid Project No. 66

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the multiple lift type. Its compacted thickness shall be two and three-quarters inches. The first lift shall consist of Grade "D" rock and No. 3 oil, and shall be approximately one and one-third inches in thickness. The second lift shall consist of Grade "C" rock and No. 3 oil, and shall be slightly more than one-half of an inch in thickness. The third lift shall consist of Grade "B" rock, Grade "A" rock and No. 3 oil, and shall be slightly less than one-half of an inch in thickness. The fourth lift shall consist of Grade "A" rock, sand and No. 3 oil, and shall be slightly less than one-half of an inch in thickness.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone or crushed gravel of the king and quantity hereinafter specified under the head "Mineral Aggregate".

The oil shall be asphaltic road oil (No. 3 oil) conforming in all respects with the specifications given hereinafter under the head "Road Oil". The manner of application of the oil shall also conform with the specifications given under the head "Road Oil".

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary.

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam shall consist of an application of No. 3 road oil followed by an application of Grade "D" aggregate. The oil shall be applied upon the prepared and oiled macadam base at a rate of approximately 0.15 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.05 cubic yard per square yard. The aggregate shall be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear.

This first lift shall be lightly rolled with a power roller.

Second Lift of Bituminous Macadam:

The second lift of the bituminous macadam shall consist of an application of No. 3 road oil followed by an application of Grade "C" aggregate. The oil shall be applied at a rate of approximately 0.65 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.021 cubic yard per square yard.

This lift shall be thoroughly rolled.

Third Lift of Bituminous Macadam:

The third lift of bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "B" aggregate and by an application of Grade "A" aggregate. The oil shall be applied at a rate of approximately 0.375 gallons per square yard. The Grade "B" aggregate shall be applied at a rate of 0.010 cubic yard per square yard and the Grade "A" aggregate shall be applied at a rate of 0.005 cubic yard per square yard.

This lift shall be thoroughly rolled and broomed, the grade "A" aggregate being added while the rolling and brooming is in progress. The brooming shall be done with a non-revolving type of broom attached to the roller. After the lift is thoroughly compacted, it shall be allowed to stand under traffic for at least six days.

Fourth Lift of Bituminous Macadam:

The fourth lift of the bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "A" aggregate and by an application of sand or fine screenings. The oil shall be applied at a rate of 0.375 gallons per square yard. The Grade "A" aggregate shall be applied at a rate of 0.015 cubic yard per square yard, and the sand or fine screenings shall be applied at a rate of 0.003 cubic yard per square yard.

This lift shall be rolled and while the rolling is in progress, the fine aggregate shall be broomed about on the surface. The rolling and brooming shall continue until the oil has hardened and will absorb no more aggregate.

Construction Under Traffic:

Where traffic cannot conveniently be detoured from the section of road in process of construction, the construction of the wearing surface shall be proceeded with in the following manner:

Each day a length of road shall be laid out to be surfaced that day. The oiled macadam base on this length of road shall then be broomed and made ready for surfacing over one-half of its width, and on this half-width of prepared base, the first lift of the bituminous macadam surfacing shall be placed. Then, while traffic is being handled over this first lift of surfacing, the second half of the oiled base on the length of road to be surfaced that day shall be broomed and made ready for surfacing, and shall have constructed upon it its first lift of bituminous macadam. Traffic shall then be switched back to the second half of the roadway, and the next lift of the surfacing shall be constructed upon the first half of the roadway. In this manner, each of the lifts of bituminous macadam shall be constructed first on one half width and then on the other half width of the roadway,

care being taken to "break joints" each time with the lift or course below and care being taken to avoid any overlapping of the spreads of oil or spreads of rock along the centerline joints.

At the end of the day's run, each lift or course shall be terminated approximately five feet back from the end of the lift or course below it, so as to provide a sort of lapped joint between the work of one day and the work of the following day.

MINERAL AGGREGATES

Aggregates Are In Stock Pile:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone and/or crushed gravel which the State has had produced for the purpose and now holds in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 3/4 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "C" materials shall all pass a 1 1/2 inch circular ring and be retained on a 3/4 inch circular ring.

Grade "D" materials shall all pass a 2 inch circular ring and be retained on a 1 1/2 inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will

give a uniform spread over a width equal to one-half of the width of the wearing surface.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

ROAD OIL

Description:

Oil furnished under these specifications shall be called No. 3 oil, and it shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall conform with the following requirements:

Asphaltic Residue of 80 Penetration	minimum	94%
Viscosity, Float Test at 122° F.	minimum	225 sec.
Flash Point, Cleveland Open Cup Test	minimum	425
Water and Sediment	maximum	1½%
Water	maximum	½%
Sediment	maximum	1 %
Bitumen (soluble in Carbon Bisulphide)	minimum	99%
Bitumen (soluble in Carbon Tetrachloride)	minimum	99.65%
Bitumen Insoluble in 86° B paraffin naphtha	minimum	6
Bitumen Insoluble in 86° B paraffin naphtha	maximum	27
Penetration of Residue after loss on heating at 163° C. for 5 hrs.	minimum	150

Test Methods:

In the testing of oils, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial Designation	D243-26
Viscosity, Float Test at 122° F.	"	D139-27
Flash Point, Cleveland Open Cup	"	D 92-24
Water & Sediment, centrifuge Method	"	D 96-28
Water	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	D165-27
Loss on Heating	"	D 6-27
Penetration of Bituminous Materials	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Dept. of Agriculture Bulletin 1216, revised September, 1928.

(Standard 1-29)

Manner and Method of Application of Oil:

The No. 3 road oil shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Oil that has been overheated or "burned" shall not be used in the work.

The oil shall be spread by means of a pressure destributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tackometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

(Standard 1-29)

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface as above specified, exclusive only of the furnishing of the mineral aggregates which, as hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. No. 3 Oil (F. O. B. nearest rail point)
2. Construction of Bituminous Macadam Wearing Surface.

The quantities of oil to be paid for shall be the number of gallons used in the work as determined by measurement in the cars.

The quantity to be paid for under the item "Construction of Bituminous Macadam Wearing Surface", shall be the number of cubic yards of mineral aggregate actually inforporated in the work, the quantities to be measured in the trucks at the points of loading.

(Standard 1-29)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

August 3, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No. 66, Baker-Pleasant Valley Section of the Old Oregon Trail.

The project agreement papers are being held — pending receipt of complete specifications covering the Multiple Lift Bituminous Macadam, which were requested some time ago; also an amendment to the specifications covering the use of rock chips, requested last March. As the construction on this project is well advanced, the early submission of these papers is desirable.

Very truly yours,

H. H. LYNCH
District Engineer.

Spec. for oiling
mac. Low mtn
in June 28 ??

Form 89—C 9767—2M—12-28

PA66

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 27 ,1929 , *192*

Job name Baker-Pleasant Valley *Week from* July 21, *to* July 27.

Mail address Baker Oregon.

Highway Old Oregon Trail *Telegraph or telephone address* Baker Ore

County Baker *Job prefix* 1PF *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor started a new method this week, shooting rock in the quarry and blading and working the road in the day time, and crushing and hauling rock only in the night shift.

This would seem a peculiar method of prodedure but the fact remains that during the past week the out put has been steped up and the labor cost practically cut in half.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1070

PR66

COMMISSIONERS

OREGON STATE HIGHWAY COMMISSION

July 23, 1929

Mr. E. G. Smith,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please be advised that we have never received the consent of the surety to the extension of time on the Quinn Bros. & Robbins, No. 1070 - Quartz Station Section.

You advised in your letter of July 18th that you had requested the above contractors to send in the consent of surety.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

#1070

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

August 3, 1929.

Mr. Roy A.Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Glaisyer

Dear Sir:

Herewith Consent of Surety for extension of time of Quinn Bros. & Robbins, contract #1070.

RECEIVED
AUG 1929
OREGON

Very truly yours,

H G Smith

Division Engineer.

HGS:CW
Encl.

June 18, 1929.

Quinn Bros. & Robbins,
Box 687,
Boise, Idaho.

1 PG —
Time extension.

Dear Sirs:

In answer to your letter asking for an extension of time on Contract No. 1070, Quartz Revision Project, in Baker County, on Old Oregon Trail, advise that it will be necessary for you to have the consent of your surety for this extension. Will you kindly forward this at your earliest convenience.

Very truly yours,

W. Elmore

Division Engineer.

EGS V

cc M. B. Claicyer.

pr 66

July 9, 1929

The Aetna Casualty & Surety Company,
Bates, Kively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1070 for the construction of the Quarts Station Section of the Old Oregon Trail in Baker County, consisting of 0.81 miles of grading, has been completed by the contractors, Quinn Bros. & Robbins, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 19, 1929.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract which will include the above final payment will be $15,304.38.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

PR 66

Form 39—D-12387—4M—1-29.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUL 8 1929
OREGON
STATE HIGHWAY COMMISSION

Date July 6, 1929, 192

Job name Baker - Pleasant Valley — *Week from* June 30 *to* July 6

Mail address Baker Ore

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Baker — *Job prefix* 1PF — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has spent the week crushing "A" and "B" material and is today changing his screens preparatory to crushing road material the first of the week.

The oiling crew started today to oil the four miles of completed road from the rock quarry to the east end of the project.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 9.6

Miles completed 4.0

Miles partially done 1.0

Total cubic yards in project 31000

Cubic yards produced to date 8979

Average daily yardage produced this week 50

Average daily yardage necessary to complete on time 147

Contractor's average force for week 33 *men,*

1 *teams,* 3 *trucks*

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked in this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 122 *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

CONTRACT #525,
1062, 1070, 1076

PR 66 Baker-Nelson 1923-1926

Folder # 2

525, 1062, 1070, 1076,

Form 10—D-1(C.Y—426—4-30.

PR 66

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 22, 1929, 193..

Job name Baker-Pleasant Valley — Week from June 16 to June 22

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Baker — Job prefix 1PF — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has now completed the road from the quarry to the east end of the project and is today changing the screens preparatory to crushing 500 cy of grade "B" material to be used in oiling the finished portion of the road.

The plant was idle the first three days of this week due to rain.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 9.5

Miles completed 4.0

Miles partially done 0.8

Total cubic yards in project 31000

Cubic yards produced to date 8380

Average daily yardage produced this week 71

Average daily yardage necessary to complete on time 144

Contractor's average force for week 33 *men,*

1 *teams,* 3 *trucks*

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 1PF *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 66

Form 39—C-7616—2M—1-28.

OREGON STATE HIGHWAY DEPARTMENT

NOTED
State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date Apr 27, 1929., 192.....

Job name Quartz Statio Revision — *Week from* Apr 21 *to* Apr 27

Mail address Baker Ore

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Baker — *Job prefix* 1PG — *Express and freight address* Bake r Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The weather this week has been ideal for construction work, and very good progress has be n made considering the ~~xx~~ methods used.

This job should be completed in about three weeks.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 0.81

Miles completed none

Miles completed except finishing 0.05

Total cubic yards in project 26000

Cubic yards moved to date 13000

Miles covered by contractor's forces 0.81

Miles cross-sectioned 0.81

Miles cross-sections completed and checked 0.81

Miles to be remeasured 0.81

Number men in Engineering Party 3

Contractor's average force for week 20 *men,*

14 *teams,* 1-cat 3 trucks *steam shovels*

Grading work will be completed about May 31, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 1PG *Percentage* 10
2. 23PK *Percentage* 90
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR-66 Rec'd

April 23, 1928.

Bureau of Public Roads,
Box 3000
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for modified agreement covering the Baker-Nelson Section, Project No. 66.

This estimate has been revised to show the corrected quantities for sprinkling and oiling.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prubert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department

Project No. 66 (Re-opened)

BAKER-NELSON SECTION OF THE OLD OREGON TRAIL

IN BAKER COUNTY

(Estimate as Basis of Modified Agreement. Revised to include Construction of Bituminous Wearing Surface on the Baker-Pleasant Valley Section, the Quartz Station Revision and Alder Creek Bridge.)

Salem, Oregon, April 23, 1929.

Completed Work as Shown by Final Voucher

Final Cost on Roadway (Excluding bridges over 20' span)

Agreement Estimate	$232,435.00
Engineering ($14,354.79 x 93.497%)	13,421.30
Overrun	27,316.42
Contingencies	1,195.92
	$274,368.64

Final Cost on Bridges

Final Quantities	$ 18,065.24
Engineering ($14,354.79 x 6.503%)	933.49
Contingencies	2,331.74
	$ 21,330.47

Total Final Cost on Completed Work	$296,699.11
Federal Aid Paid on Roadway ($168,583.31 x 93.497%)	$157,620.34
Federal Aid Paid on Bridges ($168,583.31 x 6.503%)	10,962.97
Total Federal Aid Paid (Fiscal Year 1922)	$168,583.31

Length of Roadway (Excluding bridges)	26.198 miles
Length of Unity Overcrossing	0.021 "
Length of Pritchard Bridge	0.011 "
Total length	26.230 "
Cost per mile, Roadway	$ 10,472.88
Federal aid paid per mile, roadway	$ 6,016.50

Baker-Nelson Section - continued

NEW WORK

Baker-Pleasant Valley (Sta. 40+50 to Sta. 538+98.9)

Resurfacing:

3,800 cu.yds	Base Course Resurfacing	$1.20	$ 4,560.00
4,750 cu.yds	Top Course Resurfacing	1.20	5,700.00
12,000 yd.mi	Hauling Broken Stone (Truck Meas)	.18	2,160.00
800 cu.yds	Filler	.20	160.00
1,000 yd.mi	Filler Haul	.18	180.00
100,000 sq.yds	Sprinkling (state forces)	.025	2,500.00
100,000 sq.yds	Oiling (state forces)	.08	8,000.00

Bituminous Macadam Wearing Surface (Sta. 40+50 to Sta. 538+98.9)

5,035 cu.yds	Grade "D" Rock in Stock Pile	1.18	5,941.30
3,325 cu.yds	Grade "C" Rock in Stock Pile	1.18	3,923.50
1,300 cu.yds	Grade "B" Rock in Stock Pile	1.18	1,534.00
1,300 cu.yds	Grade "A" Rock in Stock Pile	1.18	1,534.00
21,000 yd.mi	Hauling Broken Stone (Pile Meas)	.18	3,780.00
300 cu.yds	Sand or Fine Screenings	--	--
160,000 gals	No. 3 Oil	.085	13,600.00
11,260 cu.yds	Constructing of Wearing Surface	3.40	38,284.00
			91,856.80
	Sub-total		208,606.80

Quartz Station Revision (Sta. 272+00 to Sta. 315+00)

All Required	Clearing and Grubbing		25.00
26,000 cu.yds	Excav. Single Classif.	.35	9,100.00
88,000 yd.sta.	Overhaul	.04	3,520.00
190 lin.ft	18" Corr. Galv. Iron Pipe	3.00	570.00
40 lin.ft	Salvaging and Reinstalling Pipe	1.50	60.00
70 cu.yds	Cl. "A" Concrete	25.00	1,750.00
6,500 lbs	Metal Reinforcement	.08	520.00
10 cu.yds	Rip Rap	6.00	60.00
1,000 cu.yds	Salvaging Surfacing Materials	1.50	1,500.00
	Sub-total		$ 17,105.00
	Sub-total (roadway)		~~103,711.80~~ 108961.80
	10% Engr. & Cont.		~~10,371.18~~ 10846.18
	Total (Roadway)		~~$114,082.98~~ 119,857.98

Length of Roadway (Baker-Pleasant Valley Section)9.422 miles (revised)
Cost per mile - new work ~~$12,108.14~~ 12,721.07

Federal aid allowable on new work: (20,000-6,016.50) divided by 20,000 = .699175 deficiency
.699175 x $18,669 = $13,052.89 per mile, allowable F. A. - 1929
Total federal aid allowable - 9.422 miles x $13,052.89 = $122,984.32
Federal Aid Requested (Roadway) 62.23% of ~~$114,082.98~~ = ~~$70,993.83~~ 74,587.62
Federal Aid Recommended (Roadway) - ~~$70,993.83~~ 74587.62 ← 119,857.98

Baker-Nelson Section - Continued Proj. #66

Alder Creek Bridge

120 cu.yds	Excavation	$ 1.25	$ 150.00
10 cu.yds	Excavation below plans	1.50	15.00
100 cu.yds	Cl. "A" Concrete	22.00	2,200.00
33 cu.yds	Cl. "D" Concrete	23.00	759.00
22,000 lbs	Metal Reinforcement	.08	1,760.00
107 lin.ft	Concrete Handrail	4.50	481.50
All Required	Remove Old Br. and Maintain Traffic		200.00
	Sub-total		$ 5,565.50
	10% Engr. & Cont.		556.55
			$ 6,122.05

Length of Structure - 44 feet - .008 miles
Cost per mile $765,256.25
Federal aid requested $3,809.75 (62.23%)

SUMMARY

Item	Federal Aid	State Funds	Total
Roadway (new work)	$ 74,587.62	$ 45,270.36	$119,857.98
Alder Creek Bridge	3,809.75	2,312.30	6,122.05
Totals (new work)	$ 78,397.37	$ 47,582.66	$125,980.03

Total Estimated Cost - all work $421,579.14
Total Federal Aid - all work $246,880.68

Length of Roadway (new work) 9.422 miles (revised)

Total cost per mile (Baker-Pleasant Valley Section $23,193.95
Total F. A. per mile " " " " $13,932.82

Form 39—C-7616—1M—1-28.

PR 66

OREGON STATE HIGHWAY DEPARTMENT

NOTED

FIELD ENGINEER'S WEEKLY REPORT

Date April 20, 1929, 192...

Job name Baker - Pleasant Valley — Week from April 14 to April 20

Mail address Baker Oregon

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Baker — Job prefix IPF FAP-66 — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has been setting up camp and bunkers, drilling and shooting the quarry etc; for the past two weeks.

It would now appear that the actual crushing operations will be under way by the middle of next week. The scarifier started work today prepairing road ahead of the laying of the base course.

The plant will work two ten hour shifts, the night shift will start within a day or two of the commencing of the day shift.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

PP 66 (Rule 2)

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 9.5

Miles completed none

Miles partially done none

Total cubic yards in project 31,000

Cubic yards produced to date none

Average daily yardage produced this week none

Average daily yardage necessary to complete on time 148

Contractor's average force for week 8 *men,*

..... *teams,* 1 *trucks*

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 1

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 11F *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR-66(Resp.)

April 16, 1928.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for modified agreement to cover the Baker-Pleasant Valley project of the Baker-Nelson Section, project No. 66-Reopened.

This estimate has been revised to conform with your letter of March 26. The amounts for the engineering and contingencies for the roadway and structures have been derived by prorating the total engineering and contingencies costs in proportion to the costs of the roadway and structures. This same ratio has also been used in segregating the federal aid previously paid.

We were unable to check the figures which you submitted, and have consequently prepared a statement showing the segregation of costs for the structures under the original project. In this statement we have separated the structures of less than twenty feet span from the others. We are enclosing six copies of this statement for your information.

With reference to the first paragraph on the second page of your letter regarding the hauling broken stone item, apparently through an oversight, the item of "Hauling Broken Stone, Pile Measure" was not included in the previous estimate submitted.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

March 26, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to P.S. and E. papers submitted in connection with the proposed reopening of Oregon Federal Aid Project No. 66.

A review of the papers pertaining to the old project indicates that the modified agreement of October 28, 1922, provided for a total estimated cost of $275,748.00, Federal Aid (61.13673 per cent) $168,583.31, and that the total actual cost was $295,699.11. Federal aid was paid in the full amount provided by the modified agreement. No segregation between roadway items and bridges of more than 20 ft. clear span is shown in the agreement estimate or the final voucher. Federal aid was claimed on construction items only, as these aggregated more than the total agreement estimate.

The segregation submitted shows engineering and contingencies amounting to $3,143.93 incurred in connection with bridge work costing $15,718.84, which is not allowable, and a total cost of bridges $18,862.77, Federal aid paid $18,086.99, which is obviously an error.

A new segregation of Federal aid between roadway and bridge items of the old project is requested. It appears that no claim was made for engineering and contingencies; therefore this segregation can best be accomplished by ascertaining the actual cost of construction items for the Pritchard Creek Bridge, plus the Unity overcrossing, on the one hand, and roadway items on the other, and dividing the Federal aid proportionately. The final cost of the two classes of work should be obtained from the construction items, actual purpose of the contingencies, and proration of engineering, though the final cost of construction items only should be considered in proportioning the Federal aid.

Corresponding adjustments will be necessary in the

subsequent computations, though the amount of Federal aid which can be allowed will still exceed that requested.

To agree with the Special Provisions, the words "in stock piles" should be added to the first four items of the estimate for the bituminous macadam wearing surface, and the item, "Hauling broken stone," should be divided into "Hauling broken stone, truck measure," and "Hauling broken stone, pile measure." We note that bids were received on that basis. Payment of Federal aid for material in stock piles, and the haul involved, cannot be made until the material is actually placed on the roadway.

The old plans provided for a 22-ft. width in through fills, which hardly seems adequate for the 18-ft. surfacing now proposed. As discussed in the recent correspondence on Oregon 139-A, should not a 20-ft. surfacing be placed, with a corresponding width of grade, inasmuch as complete base course reconstruction is contemplated? The selection of a 26-ft. width on the Quartz Station Revision indicates that the original graded width is inadequate.

In conversation between Mr. Baldock and Mr.Davis it was agreed to substitute stone chips or sand for the earth filler described in the Standard Specifications, and appropriate amendment should be submitted covering this point.

We have made some computations showing how we arrived at the estimate for "Completed Work" on this project, and are enclosing a copy for your information. We would be pleased to have you check these computations, in view of the instructions herein contained, and if found correct, submit a new estimate, which should also include the Quartz Revision and the Alder Creek Bridge.

The typical section must show all work to be done, including the wearing course, and should be upon a standard size plan sheet.

Very truly yours,

W. H. LYNCH
District Engineer.

Encl.

Revisions on estimate for Oregon FAP 66-Reop.

Contract Items		
Roadway	$251,465.42	90.514881%
Bridges	26,351.24	9.485119%
	277,816.66	100.000000%

Federal Aid

Roadway	$168,583.31 x 90.514881% =	$152,592.98
Bridges	168,583.31 x 9.485119% =	15,990.33
		168,583.31

Engineering

Roadway	$14,354.79 x 90.514881% =	$12,993.22
Bridges	14,354.79 x 9.485119% =	1,361.57
		14,354.79

Final Cost on Roadway (Excluding Bridges over 20' Span)

Agreement Estimate	$223,785.00
Engineering	12,993.22
Overrun	27,680.42
Contingencies	1,195.92
	265,654.56

Final Cost on Bridges

Final Quantities	$26,351.24
Engineering	1,361.57
Contingencies	2,331.74
	30,044.55

Total Actual Cost (Old Work) $295,699.11

Cost per Mile, Roadway	$10,140.26
Federal Aid Paid per Mile, Roadway	5,824.60

Federal Aid Allowable on New Work
(20,000.00 - 5,824.60) divided by 20,000.00 = .70877 deficiency.
.70877 x 18,689.00 = $13,246.20 per mi. allowable F. A. in 1929.
Total F. A. Allowable 9.50 x $13,246.20 = $125,838.90.

Total Cost per mi. (Baker-Pleasant Valley Section) = $19,244.41.
Total F. A. " " (" " " ") = 11,490.11.

March 26, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to F.S. and R. papers submitted in connection with the proposed reopening of Oregon Federal Aid Project No. 66.

A review of the papers pertaining to the old project indicates that the modified agreement of October 28, 1922, provided for a total estimated cost of $275,748.00, Federal Aid (61.13673 per cent) $168,583.31, and that the total actual cost was $295,699.11. Federal aid was paid in the full amount provided by the modified agreement. No segregation between roadway items and bridges of more than 20 ft. clear span is shown in the agreement estimate or the final voucher. Federal aid was claimed on construction items only, as these aggregated more than the total agreement estimate.

The segregation submitted shows engineering and contingencies amounting to $3,143.97 incurred in connection with bridge work costing $15,718.80, which is not allowable, and a total cost of bridges $18,862.77. Federal aid paid $18,086.99, which is obviously an error.

A new segregation of Federal aid between roadway and bridge items of the old project is requested. It appears that no claim was made for engineering and contingencies; therefore this segregation can best be accomplished by ascertaining the actual cost of construction items for the Pritchard Creek Bridge, plus the Unity overcrossing, on the one hand, and roadway items on the other, and dividing the Federal aid proportionately. The final cost of the two classes of work should be obtained from the construction items, actual purpose of the contingencies, and proration of engineering, though the final cost of construction items only should be considered in proportioning the Federal aid.

Corresponding adjustments will be necessary in the

subsequent computations, though the amount of Federal aid which can be allowed will still exceed that requested.

To agree with the Special Provisions, the words "in stock piles" should be added to the first four items of the estimate for the bituminous macadam wearing surface, and the item, "Hauling broken stone," should be divided into "Hauling broken stone, truck measure," and "Hauling broken stone, pile measure." We note that bids were received on that basis. Payment of Federal aid for material in stock piles, and the haul involved, cannot be made until the material is actually placed on the roadway.

The old plans provided for a 22-ft. width in through fills, which hardly seems adequate for the 18-ft. surfacing now proposed. As discussed in the recent correspondence on Oregon 139-A, should not a 20-ft. surfacing be placed, with a corresponding width of grade, inasmuch as complete base course reconstruction is contemplated? The selection of a 26-ft. width on the Quartz Station Revision indicates that the original graded width is inadequate.

In conversation between Mr. Baldock and Mr.Davis it was agreed to substitute stone chips or sand for the earth filler described in the Standard Specifications, and appropriate amendment should be submitted covering this point.

We have made some computations showing how we arrived at the estimate for "Completed Work" on this project, and are enclosing a copy for your information. We would be pleased to have you check these computations, in view of the instructions herein contained, and if found correct, submit a new estimate, which should also include the Quartz Revision and the Alder Creek Bridge.

The typical section must show all work to be done, including the wearing course, and should be upon a standard size plan sheet.

Very truly yours,

W. H. LYNCH
District Engineer.

Encl.

Oregon State Highway Department — Project No. 66 (Re-opened)

BAKER-HELSON SECTION OF THE OLD OREGON TRAIL

IN BAKER COUNTY

(Estimate on Basis of Modified Agreement. Revised to include Construction of Bituminous Wearing Surface on the Baker-Pleasant Valley Section, the Quarts Station Revision, and Alder Creek Bridge.)

Salem, Oregon, April 9, 1929.

Completed Work as Shown by Final Voucher

Final Cost on Roadway (Excluding bridges over 20' Span)

Agreement Estimate	$ 232,435.00
Engineering ($14,354.79 x 93.497%)	13,421.80
Overrun	27,316.41
Contingencies	1,195.85
	$ 274,369.06

Final Cost on Bridges

Final Quantities	$ 18,065.86
Engineering ($16,354.79 x 6.503%)	833.49
Contingencies	2,431.74
	$ 21,330.47

Total Final Cost on Completed Work	$ 295,699.53
Federal Aid Paid on Roadway ($168,883.31 x 93.497%)	$ 157,820.34
Federal Aid Paid on Bridges ($168,883.31 x 6.503%)	10,982.97
Total Federal Aid Paid (Fiscal year 1922)	$168,803.31

Length of Roadway (excluding bridges)	26.198 miles
Length of Unity Overcrossing	0.021 miles
Length of Pritchard Bridge	0.011 miles
Total Length	26.230 miles
Cost per mile, Roadway	$ 10,472.88
Federal aid paid per mile, roadway	$ 6,016.80

NEW WORK

Baker-Pleasant Valley (Sta. 40+50 to Sta. 332+98.2)

Resurfacing

5,900 cu.yds	Base Course Resurfacing	$1.20	$4,680.00
4,720 cu.yds	Top Course Resurfacing	1.20	5,700.00
12,000 yd.mi.	Hauling Broken Stone (Truck Haul)	.18	2,160.00
800 cu.yds	Filler	.20	160.00
1,000 yd.mi.	Filler Haul	.18	180.00
10,000 sq.yds	Sprinkling	.025	250.00
10,000 sq.yds	Oiling	.05	500.00

Bituminous Macadam Wearing Surface (Sta. 40+50 to Sta. 332+98.2)

3,035 cu.yds	Grade "D" Rock in Stock Pile	1.13	$3,941.30
3,815 cu.yds	Grade "C" Rock in Stock Pile	1.13	3,923.80
1,200 cu.yds	Grade "B" Rock in Stock Pile	1.13	1,356.00
1,200 cu.yds	Grade "A" Rock in Stock Pile	1.13	1,356.00
21,000 yd.mi.	Hauling Broken Stone (Pile Haul)	.18	3,780.00
300 cu.yds	Sand or Fine Screenings	—	—
100,000 gals.	No. 3 Oil	.055	13,000.00
11,260 cu.yds	Constructing of Wearing Surface	3.40	38,284.00
	Sub-total		$ 82,406.50

Quarry Station Revision (Sta. 272+00 to Sta. 315+00)

All Required	Clearing and Grubbing		$ 85.00
16,000 cu.yds	Excav. Single Classif.	.35	5,100.00
28,000 yd.sta.	Overhaul	.04	1,120.00
100 lin.ft.	18" Corr. Galv. Iron Pipe	3.00	270.00
40 lin.ft.	Salvaging and Reinstalling Pipe	1.50	60.00
70 cu.yds	Cl. "A" Concrete	25.00	1,750.00
4,200 lbs	Metal Reinforcement	.08	320.00
10 cu.yds	Rip Rap	6.00	60.00
1,000 cu.yds	Salvaging Surfacing Materials	1.50	1,500.00
	Sub-total		$17,106.00

Sub-total (roadway)	$99,511.49
10% Engr. & Cont.	9,951.18
Total (Roadway)	$109,462.98

Length of Roadway (Baker-Pleasant Valley Section) 9.422 miles (revised)
Cost per mile, new work - $ 11,617.80

Federal aid allowable on New Work: (20,000-6,016.80) divided by 20,000 = .699175 deficiency
.699175 x $18,669 = $13,052.89 per mile allowable F. A. - 1939
Total federal aid allowable - 9.422 miles x $13,052.89 = $122,994.32
Federal aid Requested (Roadway) 62.25% of $109,462.65 = 68,118.81
Federal aid Recommended (Roadway) - $68,118.81

Cp 66

Alder Creek Bridge:

120 cu.yds	Excavation	$ 1.25	$ 150.00
10 cu.yds	Excavation below plans	1.50	15.00
100 cu.yds	Class "A" Concrete	22.00	2,200.00
35 cu.yds	Class "B" Concrete	22.00	770.00
22,000 lbs	Metal Reinforcement	.08	1,760.00
207 lin.ft	Concrete Handrail	4.00	691.00
All Required	Remove Old Bridge and maintain traffic		350.00
		Sub-total	$ 5,936.00
		10% Engr. & Cont.	586.00
			$ 6,122.00

Length of Structure - 44 feet - .008 mile.
Cost per mile $765,256.25
Federal aid Requested $3,000.75 (42.23%)

SUMMARY

Item	Federal Aid	State Funds	Total
Roadway (new work)	$ 68,118.81	$ 41,344.17	$109,462.98
Alder Creek Bridge	3,000.75	3,122.25	6,122.00
Totals (new work)	$ 71,928.56	$ 44,666.47	$115,806.03

Total Estimated Cost - all work $411,264.14
Total Federal Aid - all work 260,511.87

Length of Roadway (new work) 5.422 miles (revised)

Total cost per mile (Baker-Pleasant Valley Section $ 22,090.68
Total F. A. per mile " " " " 13,266.26

STATEMENT SHOWING SEGREGATION OF COSTS

ON THE BAKER-NELSON SECTION - PROJECT NO. 66

Structures, Sta. 331, 966 and 1231 (Less than 20' Span)

	Unit Price	Estimate as Basis for Project Agreement.		Final Estimate		
Cl. "A" Concrete	$ 20.00	322 cu.yd	$ 6,440.00	307.46	cu.yd	$6,149.20
Metal Reinf.	.05	20,200 lbs	1,010.00	19,669	lbs	983.45
Excavation	1.50	600 cu.yd	900.00	565.7	cu.yd	848.56
Excav. below plans	3.00	70 cu.yd	210.00	51.6	cu.yd	154.80
			$ 8,560.00			$8,136.00

Pritchard Creek Bridge, Sta. 1206

Cl. "A" Concrete	$ 20.00	128 cu.yd	$ 2,560.00	127.84	cu.yd	$2,556.80
Metal Reinf.	.05	14,800 lbs.	740.00	12,656	lb	632.80
Structural Steel	.085	53,000 lbs	4,505.00	54,000	lbs.	4,590.00
Excavation	1.50	220 cu.yd	455.00	209.4	cu.yd	314.10
Excav. below plans	3.00	30 cu.yd	90.00	80.9	cu.yd	242.70
			$ 8,330.00			$8,316.40

Unity Overcrossing, Sta. 1005

Cl. "A" Concrete	$ 26.50	200 cu.yd	$ 5,300.00	213.79	cu.yd	$5,663.44
Metal Reinf.	.06	35,000 lbs	2,100.00	34,332.86	lbs	2,062.95
Conc. Handrail	5.00	240 lin.ft	1,200.00	230.	lin.ft	1,150.00
Excavation	1.50	100 cu.yd	150.00	62.66	cu.yd	93.99
Excav. below plans	5.00	10 cu.yd	50.00	21.6	cu.yd	10.80
Excav. to widen RR cut	.80	1,300 cu.yd	1,040.00	933.2	cu.yd	746.56
Backfill	.50	150 cu.yd	75.00	—		—
			$ 9,915.00			$9,728.84

Roadway

Proj. Agreement Est.	$223,785.00+ $8,650.00	=	$ 232,435.00	
Actual cost as shown on final voucher	$251,465.42			
	+ 8,286.00		259,751.42	
		Overrun	$ 27,316.42	

Bridges (Over 20' Span)

Proj. Agreement Est.	$8,330.00+$9,915.00	=	$ 18,245.00	
Actual cost as shown on final voucher	$8,336.40+$9,728.84	=	18,065.24	
		Underrun	179.76	

Basis of Proportioning Engineering Costs and Federal Aid:

Roadway	$259,751.42	93.497%
Bridges	18,065.24	6.503%
	$277,816.66	100.000%

PR 66

April 9, 1929

Union Oil Company of California,
602-621 Yeon Bldg.,
Portland, Oregon.

Attention: Mr. C. L. Tostevin,
District Sales Manager.

Dear Sir:

Replying to your letter of the 8th inst. concerning the contract awarded to Quinn Brothers and Robbins, wish to say that this is State Highway Contract No. 1070, awarded March 8, 1929, and is for the grading of the Quarts Station Section of the Old Oregon Trail in Baker County.

The date of completion, as set by the Highway Commission, is May 31, 1929.

The bond furnished the state in connection with this work was written by the Aetna Casualty & Surety Company, Bates, Lively & Pearson, Agents, Yeon Bldg., Portland, Oregon.

Yours very truly,

Roy A. Klein
State Highway Engineer

RAK:M

By

H. B. Glaisyer
Chief Clerk.

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon

April 8, 1929

RECEIVED
APR 9 1929
OREGON
STATE HIGHWAY COMMISSION

State of Oregon.
Highway Department,
Salem, Oregon.

RE: Quin Brothers and Robbins
Baker account
Highway contract #1070

Gentlemen:

We will greatly appreciate your advising us whether or not it is true that the above company has a contract with the State for road building, the probable duration of the contract and the name of the bonding company.

We are enclosing a stamped, self addressed envelope for your convenience in replying.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C L Vasturin

District Sales Manager

PJO PM

Asking Contract C.
Bale Lumber Co.
May 31, 1929

ANSWERED
H. B. G.

PR 66

April 9, 1929

Quinn Brothers & Robbins,
Box 587,
Boise, Idaho.

Gentlemen:

This letter is to inform you that we have received information from the Oregon State Industrial Accident Commission to the effect that you have filed a rejection of the terms of the Oregon Workmen's Compensation Act. In the contract forms covering work that was awarded to you by the Highway Commission, and mailed to you some time ago, your attention was called to that clause on page 7 regarding this Act, and you were notified that it was one of the requirements of this Department that you accept the terms of the Oregon Workmen's Compensation Act, and carry on your work under the provisions of that law. We do not just understand why you have now filed a rejection to the law.

Please be advised that we will expect you to file your withdrawal notice with the State Industrial Accident Commission at once, as explained to you in the letter directed to you on April 6th, by the State Industrial Accident Commission, a copy of which we have in our files.

We might further explain that this is a requirement of all contractors on state highway work in the state of Oregon. Your immediate attention to this matter is requested.

Very truly yours,

Roy A. Klein
State Highway Engineer

HEG:M

By

H. E. Glaisyer
Chief Clerk.

April 9, 1929.

State Industrial Accident Commission,
B u i l d i n g.

Attention: Mr. San Laughlin,
Chairman.

Dear Sir:

We wish to thank you for your letter of the 6th inst. advising us of the rejection of Quinn Brothers & Robbins of the Workmen's Compensation Act.

We appreciate your courtesy in advising this contractor of the clause in our specification requiring them to accept the terms of this Act. We are following this up by writing Quinn Brothers & Robbins today advising them that it will be necessary for them to file their acceptance on all highway contracts that may be awarded to them by the State Highway Commission.

Very truly yours,

Roy A. Klein
State Highway Engineer

HDG:M

By

H. D. Glaisyer
Chief Clerk.

STATE INDUSTRIAL ACCIDENT COMMISSION

— WORKMEN'S COMPENSATION LAW —

SAM LAUGHLIN
W.H. FITZGERALD
E.E. BRAGG
COMMISSIONERS

SALEM, OREGON

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND
REFER TO FILE: JMJ:9300

April 6, 1929.

Oregon State Highway Department,
Building.

Attention Mr. H. B. Glaisyer.

Gentlemen:

Re: Rej., Quinn Bros. & Robbins, Baker, Ore.

Quinn Bros. & Robbins, a copartnership consisting of Harold Quinn and L. B. Robbins, rejected the Workmen's Compensation Law in 1927. On March 18, 1929 they again notified us of their desire to reject the law, and in response to our request for information, inform us that they are now engaged in grading and drainage construction work under contract for the State of Oregon.

Copies of their letters of March 18 and one received on April 4 and of our letters of March 25 and April 6 are enclosed for your information.

Yours truly,

STATE INDUSTRIAL ACCIDENT COMMISSION.

Sam Laughlin

Chairman.

AG-4

ANSWERED
H. B. G.

OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

Form 60—C-9023—1M—6-28

JMJ:Bmj.

April 6, 1929.

Quinn Bros. & Robbins,
Baker,
Oregon.

Gentlemen:

We acknowledge receipt of your recent letter, informing us as to your present operations in Oregon, from which it appears you are under contract with the Oregon State Highway Commission.

If you will carefully examine your contract we believe you will find that it provides that you shall cover your operations under the Workmen's Compensation Law. Your status at present is that of a firm which has rejected this law. For your convenience in complying with the requirements of your contract we enclose a blank withdrawal notice which should be signed and returned to this department. The withdrawal will become effective five days after the date of its receipt by this office.

COPY

The employer's rate of contribution to the Industrial Accident Fund for road construction is $2.45 per hundred dollars of payroll. When board is furnished in addition to cash wages an amount equal to $25.00 per month per man must be added to the cash payroll as a basis on which to figure the contribution.

In addition to the employer's contribution, the law requires a contribution from the workmen of one cent for each day or part of day each workman is employed, which amount the employer is authorized to deduct from his workmen's wages and is required to remit to this department, the employer being responsible for the payment of both.

An individual employer or a member of a copartnership is not automatically protected as a workman, but may secure such protection by making personal application in writing to the Commission.

Yours truly,

STATE INDUSTRIAL ACCIDENT COMMISSION.

(Signed) SAM LAUGHLIN

Chairman.

AC-4

C.C. to Highway Dept.

OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

Form 60—C-3000—1026—4-29

QUINN BROS. & ROBBINS

BAKER, OREGON.

State Industrial Accident Commission,
Salem,
Oregon.

Gentlemen:

Regarding your letter of March 25 our present operations, near Baker, Oregon are being carried on as follows, Harold Quinn, Thomas D. Quinn and L. D. Robbins.

COPY

We began employing workmen March 21, 1929 on grading and draining construction work for the State of Oregon.

Very truly yours,

(Signed) Quinn Bros. & Robbins

(Signed) L. D. Robbins.

(Rec'd. Apr. 4)

Form 69—C-9659—10M—6-28

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

Ref.-JMJ:Rej.

March 25, 1929

Quinn Brothers and Robbins,
Boise,
Idaho.

Gentlemen:

We have your letter of March 18 notifying us of your desire to reject the provisions of the Workmen's Compensation Law. You filed such a rejection in 1927, at which time we understood that you were contracting road work near Nyssa. Afterwards we were informed by the Perrault Insurance Agency that you had incorporated under the name of Quinn-Robbins Co., Inc.

COPY

Will you kindly inform us if your present operations are conducted as a partnership or a corporation? If your firm is a partnership, please give us the full name of each partner, and if a corporation, the name and title of each officer.

Please inform us on what date you began employing workmen, the nature of your present operations and for whom you are contracting.

Yours truly,

STATE INDUSTRIAL ACCIDENT COMMISSION.

(Signed) SAM LAUGHLIN

Chairman.

AG-4

OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

March 18, 1929.

State Industrial Accident Commission,
State of Oregon.
Salem, Oregon.

Gentlemen:

The undersigned, pursuant to the provisions of Section 15, Chapter 112 of the General Laws of the State of Oregon, for the year 1929, hereby notify you of its election not to contribute to the fund provided for by the said Act, and not to participate in the provisions with reference to personal injuries provided for therein.

COPY

The undersigned further notifies you that they are becoming an employer at this time, and give you this notice as provided by Section 15 aforesaid, and within three days after becoming an employer as provided by the aforesaid section.

Yours very truly,

(Signed) Quinn Brothers and Robbins

(Signed) By L. D. Robbins.

PR 66

March 6, 1928.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate with plans covering the Alder Creek Bridge, and six copies of estimate with revised plans covering the Quarts Section Revision, Project No. 66, Re-opened. Five copies of the special provisions for the Quarts Section are also enclosed herewith. Under separate cover we are sending five sets of blue print plans of the Quarts Section Revision.

We are also including with the blue print plans five prints of the standard double 4 x 4 box culvert which is to accompany the plans of the Springfield-Gegenmil Hill Section, Project No. 117-F. These drawings were overlooked when sending the plans for this project.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. M. Probert
Office Engineer

Dict by J. M. Nash/AP

Encls.

Oregon State Highway Department — Project No. 66 (Re-opened)

ALDER CREEK BRIDGE ON THE OLD OREGON TRAIL

IN BAKER COUNTY

(Estimate with Plans. Not as Basis for Modified Agreement.)

March 6, 1929.

120 cu.yds	Excavation	$ 5.00	$ 600.00
10 cu.yds	Excavation below plans	6.00	60.00
100 cu.yds	Class "A" Concrete	22.00	2,200.00
33 cu.yds	Class "B" Concrete	23.00	759.00
22,000 lbs	Metal Reinforcement	.05	1,100.00
107 lin.ft	Concrete Handrail	5.00	535.00
All Required	Removal of Old Bridge and Maintain Traffic		600.00
	Sub-total		$ 5,854.00
	10% Engr. & Cont.		585.40
	Total		$ 6,439.40

Length of Structure - 44 feet - .008 miles

Cost per Mile $804,925.00

State Funds Available	$2,432.17
Federal Aid Requested	4,007.23
	$6,439.40

State Funds for Construction - Chap. 175, Laws 1917; Chap. 31, Laws 1920.
State Funds for Maintenance - Res. Aug. 17, 1917; Chap. 237, Laws 1917.

Oregon State Highway Department — Project No. 66 (Re-opened)

QUARTZ STATION REVISION ON THE BAKER-NELSON SECTION OF THE OLD OREGON TRAIL IN BAKER COUNTY.

(Estimate with Revised Plans. Not as Basis for Modified Agreement.)

March 8, 1928.

All Required	Clearing and Grubbing		$ 50.00
25,000 cu.yds	Excavation, Single Classification	.45	11,750.00
88,000 yd.sta.	Overhaul	.02	2,640.00
190 lin.ft	18" Corr. Galv. Iron Pipe	2.50	475.00
40 lin.ft	Salvaging and Reinstalling Pipe	1.00	40.00
70 cu.yds	Class "A" Concrete	30.00	2,100.00
6,000 lbs	Metal Reinforcement	.10	600.00
10 cu.yds	Rip Rap	3.00	30.00
1,000 cu.yds	Salvaging Surfacing Materials	1.00	1,000.00
		Sub-total	$ 18,685.00
		10% E. & C.	1,868.50
		Total	$ 20,553.50

Length of Quarts Revision - 0.814 miles

Cost per Mile - $25,250.00

State Funds Available	$ 14,353.50
Federal Aid Requested	6,200.00
	$ 20,553.50

State Funds for Construction - Chap. 185, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance - Res. Aug. 17, 1917; Chap. 237, Laws 1917.

Form 89—C-7616—2M—1-28.

OR... STATE HIGHWAY DEPARTMENT

PR 66
NOTED

FIELD ENGINEER'S WEEKLY REPORT

Date March 30, 1929

Job name Quartz Station Revision — Week from March 24 to March 30

Mail address Baker, Oregon

Highway Old Oregon Trail — Telegraph or telephone address Baker Oregon

County Baker — Job prefix ~~1 F G~~ FAP 66 — Express and freight address Baker Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors moved onto the job this week and have been busily engaged setting up camp, excavating for traps, etc.

They have excavated a channel change and now have the 5 X 5 box culvert all excavated and will probably pour the footings about next Tuesday. The sand and gr vel is being shipped in from Island City for the box culvert, local sand and gravel being not acceptable. The contractor seems to be using obsolete methods in h ndling his work, using teams and traps and teams and fresnos in conjugation with a catipilar and tumble bug, but along with all of that I think is goingto rush the job to completion.

RECEIVED
APR 2 1929
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed W. Bishop

Title Resident engineer

H. C. R.

GRADING CONSTRUCTION

Total miles of grading in project 0.81

Miles completed none

Miles completed except finishing none

Total cubic yards in project 26,000

Cubic yards moved to date 700

Miles covered by contractor's forces 0.40

Miles cross-sectioned 0.81

Miles cross-sections completed and checked 0.81

Miles to be remeasured 0.81

Number men in Engineering Party 3

Contractor's average force for week 17 *men,*

8 *teams,* 1 caterpillar *team shovels*

Grading work will be completed about Sept 31, 1939

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 1 1 6 *Percentage* 50
2. 2 3 K *Percentage* 50
3. *Percentage*
4. *Percentage*

PF-66

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

March 5, 1929.

RECEIVED
MAR 6 1929
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert:

Dear Sir:

Herewith Estimate of Costs for Comparison of Bids for the Quartz Station Grading job in Baker County.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encl.

3/5/29

Baker County,
Old Oregon Trail,
Quartz Station Grading.

Estimate of Costs by H. G. Smith, Divisio Engineer. For Comparison of Bids.

Clearing and Grubbing				50.00
Excavation Single Class	26000 cu yds	at	.45	$11,700.00
Overhaul	88000 yd sta.	"	.03	2,640.00
Salvaging & reinstalling pipe	40 lin.ft.	"	1.00	40.00
18" Corrugated Iron Pipe	190 " "	"	2.50	475.00
Class "A" Concrete	70 cu yds	"	30.00	2,100.00
Reinforcing Steel	6500 lbs	"	.10	650.00
Rip Rap	10 cu yds	"	3.00	30.00
Salvaging Surfacing Material	1000 " "	"	1.00	1,000.00
				18,685.00
				1,868.50
				20,553.50

Based on 15% profit to contractor.

PR 66

Feb. 8, 1929.

Bureau of Public Roads,
P. O. Box 2010,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate on basis of modified agreement, covering the Baker-Nelson Section, Project No. 66. This estimate has been revised in accordance with our conversation with Mr. Davis by telephone.

Please destroy the copies which were sent to you under our letter of February 7th.

Very truly yours,

ROY A. ELKIN,
State Highway Engineer,

By

S. E. Probert,
Office Engineer.

Dictated by J. V. Koch/EE.

mcp.

Oregon State Highway Department — Project 66 (Reopened)

BAKER-NELSON SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis of modified agreement. Revised to include construction of bituminous wearing surface on the Baker-Pleasant Valley Section. Based on contract prices for aggregate and estimated prices for construction of bituminous wearing surface.)

Salem, Oregon, Feb. 8, 1923.

Completed Work as Shown by Final Voucher

Final cost on Roadway (excluding bridges over 20' span)		$252,057.03
Engineering and contingencies		14,738.52
	Total	$276,795.55
Final Cost on Unity Overcrossing and Pritchard Creek Bridge		$ 16,718.04
Engineering and contingencies		3,143.93
	Total	$ 19,861.97
Total Final Cost on Completed Work		$296,657.11
Federal Aid Paid on Roadway		$150,426.82
Federal Aid Paid on Bridges		12,686.89
Total Federal Aid Paid (Fiscal Year 1922)		$163,113.71

Length of Roadway (excluding bridges)	26.198	miles
Length of Unity Overcrossing	0.021	"
Length of Pritchard Bridge	0.011	"
Total Length	26.230	miles
Cost per mile, Roadway	$10,567.07	
Federal Aid paid per Mile, Roadway	5,744.87	

New Work - Roadway

Resurfacing (sta. 40+50 to sta. 53.8+96.9)

3,900 cu. yds.	Base Course Resurfacing	$1.20	$ 4,680.00
4,750 " "	Top Course Resurfacing	1.20	5,700.00
12,000 yd. mi.	Hauling Broken Stone	0.18	2,160.00
800 cu. yds.	Filler	0.20	160.00
1,000 yd. mi.	Filler Haul	0.18	180.00
10,000 sq. yds.	Sprinkling	0.025	250.00
10,000 sq. yds.	Oiling	0.08	800.00

Bituminous Macadam Wearing Surface (sta. 40+50 to sta. 53.8+96.9)

5,025 cu. yds.	Grade "D" Rock		1.18	5,941.50
3,325 " "	" "C" "		1.18	3,923.50
1,350 " "	" "B" "		1.18	1,536.00
1,300 " "	" "A" "		1.18	1,534.00

Baker-Nelson Section - 2.

300 cu. yds.	Sand or Fine Screenings	$ 0.00	$ 0.00
150,000 gals.	No. 5 Oil	0.085	13,000.00
11,200 cu. yds.	Constructing of Wearing Surface	2.40	26,884.00
	Sub-total		39,884.00
	10% Engr. & Cont.		3,988.40
	Total		$43,872.40

Length of Roadway (Baker-Pleasant Valley Section) 9.50 miles.
Cost per mile, new work - $9,104.15
Federal Aid allowable on new work:
(20,000 - 8744.57) divided by 20,000 = .7127715 deficiency.
.7127715 x $18,400 = $13,906.73 per mile allowable F. A. 1920.
Total Federal Aid allowable, 9.50 x $13,906.73 = $126,411.93.
Federal Aid Requested, (62.22% of $86,488.40) $53,822.40
Federal Aid Recommended, $53,822.40 (62.22%)

SUMMARY

Total Estimated Cost, all Work	$ 382,196.89
Total Federal Aid, all Work	$ 222,406.71
Length of Roadway (new work)	9.50 miles
Total Cost per Mile (Baker-Pleasant Valley Section)	$ 19,871.82
Total F. A. " " (Baker-Pleasant Valley Section)	$ 11,410.08

State funds for construction, - Chap. 178, Laws 1917; Chap. 81, Laws 1920.
State funds for maintenance, - Res. Aug. 17, 1917; Chap. 237, Laws 1917.

PR66

Feb. 7, 1928.

Bureau of Public Roads,
P. O. Box 2600,
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for modified agreement, covering the Baker-Nelson Section, Oregon Project No. 86. We are likewise enclosing six copies of unit price analysis for the construction of bituminous macadam wearing surface.

As stated in the special provisions covering this project, the work extends from Mile Post 340, which is the south city limits of Baker to Mile Post 349.5, so contrary to the statement of our letter of January 28, the corresponding stationing for this work is Station 420+00 to Station 538+98.2.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dictated by
J. H. Nash.
emil.

Oregon State Highway Department — Project 68 (Accepted)

BAKER-NELSON SECTION OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate on basis of modified agreement. Revised to include construction of bituminous wearing surface on the Baker-Pleasant Valley Section. Based on contract prices for aggregate and estimated prices for construction of bituminous wearing surface).

Salem, Oregon, Feb. 7, 1923.

Completed Work as Shown by Final Voucher

Final cost on Roadway (excluding bridges over 20' span)		$262,007.83
Engineering and contingencies		14,738.82
	Total	$276,[illegible]
Final Cost on Unity Overcrossing and Pritchard Creek Bridge		$ 15,718.84
Engineering and contingencies		3,143.93
	Total	$ 18,[illegible]
Total Final Cost on Completed Work		$295,[illegible]
Federal Aid Paid on Roadway		$189,696.32
Federal Aid Paid on Bridges		15,000.00
Total Federal Aid Paid (Fiscal Year 1923)		$[illegible]

Length of Roadway (excluding bridges)	26.230 miles
Length of Unity Overcrossing	0.021 "
Length of Pritchard Bridge	0.011 "
Total Length	26.[illegible] miles
Cost per mile, Roadway	$10,567.07
Federal Aid paid per mile, Roadway	5,764.87

New Work - Roadway

Resurfacing (sta. 40+80 to sta. 53.8 + 98.9)

3,800 cu. yds.	Base Course Resurfacing	$ 1.20	$ 4,560.00
4,750 " "	Top Course Resurfacing	1.20	5,700.00
12,000 yd. mi.	Hauling Broken Stone	0.18	2,160.00
900 cu. yds.	Filler	0.20	180.00
1,000 yd. mi.	Filler Haul	0.18	180.00
10,000 sq. yds.	Sprinkling	0.025	250.00
10,000 sq. yds.	Oiling	0.08	800.00

Bituminous Macadam Wearing Surface (sta. 40+80 to sta. 53.8+98.9)

5,250 cu. yds.	Grade "B" Rock	1.18	6,195.00
3,350 " "	" "C" "	1.18	3,953.00
1,300 " "	" "D" "	1.18	1,534.00
1,300 " "	" "A" "	1.18	1,534.00

Baker-Nelson Section - 2.

300	Sand or Fine Screenings	0.00	0.00
160,000 gals.	No. 3 Oil	0.085	13,600.00
11,000 cu.yds.	Constructing of Wearing Surface	3.80	42,180.00
	Sub-total		$55,780.00
	10% Engr. & Cont.		5,087.80
	Total		$60,867.80

Length of Roadway (Baker-Pleasant Valley Section) 9.50 miles.
Cost per mile, new work - $6,564.68
Federal Aid allowable on new work:
(20,000 - 8744.87) divided by 20,000 = .7127715 deficiency.
.7127715 = $13,669 = $13,306.73 per mile allowable F. A. 1923.
Total Federal Aid allowable, 9.50 x $13,306.73 = $126,413.96.
Federal Aid Requested, (62.23% of $60,867.80) $56,362.04.
Federal Aid Recommended, $56,362.04 (62.23%)

SUMMARY

Total Estimated Cost, all Work	$ 304,662.71
Total Federal Aid, all Work	$ 225,945.25
Length of Roadway (new work)	9.50 miles
Total Cost per mile (Baker-Pleasant Valley Section)	19,951.65
Total F. A. " " (" " " ")	11,972.14

State funds for construction. - Chap. 175, Laws 1917; Chap. 31, Laws 1920.
State funds for maintenance . - Res. Aug. 17, 1917; Chap. 257, Laws 1917.

BAKER-PLEASANT VALLEY SECTION, PROJECT 96

Cost Analysis of Construction of Bituminous Macadam Wearing Surface

	Type "A" (2-1/2 inches)
Preparation of macadam foundation	$ 0.20 per sq. yd.
Load, deposit, spread and roll rock and screenings	1.10 " " "
Haul rock and screenings (1.25 miles average haul)	0.20 " " "
Haul, haul and apply oil	0.30 " " "
Dumping earth shoulders	0.10 " " "
Traffic control	0.10 " " "
Supervision and overhead	0.20 " " "
Inconvenience and weather delays	0.20 " " "
Move, set-up and dismantle plant	0.10 " " "
	$ 2.40 per sq. yd.

February 1, 1929

Joslin & McAllister,
512 Realty Building,
Spokane, Washington.

PR 64

Gentlemen:

We are today sending you by express four copies of State Highway contract No. 1068 awarded to you by the State Highway Commission on January 29, 1929, covering the resurfacing of the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

Please execute all four copies as to agreement and bond and return them all to this office for completion by the Highway Commission. We will then see that you are furnished an executed copy for your records and files and also will send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page seven of this contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in compliance therewith.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Claimyer
Chief Clerk

HBC:S

PR-66 Reopened

January 26, 1929.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Sir:

Enclosed herewith you will find the following information pertaining to the resurfacing and bituminous macadam wearing surface construction work which is proposed to be done on the Baker-Pleasant Valley Section, Federal Aid Project No. 66 (reopened).

1. Special provisions applying to the contract for the resurfacing work and the production and stock-piling of the rock for the bituminous macadam wearing surface.

2. Outline specification for the constructing of the bituminous macadam wearing surface.

3. Estimates of cost.

Copies of the revised standard specifications in accord with which the work will be handled, are being sent under separate cover.

It is proposed to handle under one contract, the resurfacing work and the work of producing and stock-piling the rock for the bituminous macadam wearing surface, requiring both of these parts of the work to be completed during the 1929 season. The construction of the bituminous macadam wearing surface will be done in 1930. Whether that part of the work will be done by contract or by state forces has not yet been determined.

To protect the surfacing during the period that must elapse between the completion of the resurfacing and the placing of the wearing surface, the surfacing will be given a light oil treatment, that part of the work being done by state forces.

The quantities of resurfacing that we have included in the estimate for federal aid, figure 900 cubic yards per mile, which amount has been arrived at in the following manner:

Quantity in original surfacing	2,200	yds.	per	mi.
Added by maintenance operations	600	"	"	"
Total quantity placed on road	2,800	"	"	"
Wear during four years that road was maintained as dry macadam	1,600	"	"	"
Quantity of rock remaining	1,200	"	"	"
Quantity to be added by resurfacing	1,900	"	"	"
Quantity on road after resurfacing	3,100	"	"	"
Quantity in original surfacing	2,200	"	"	"
Net betterment	900	"	"	"

The unit now proposed to be improved extends from Station 0+00 to Station 498+48.9.

Very truly yours,

ROY A. KLEIN.
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:HI

OUTLINE SPECIFICATIONS FOR

BITUMINOUS MACADAM WEARING SURFACE

to be constructed on

BAKER-PLEASANT VALLEY SECTION
FEDERAL AID PROJECT NO. 66

1. Type of bituminous macadam: Multiple lift.

2. Width: 18 feet with extra width as required on curves, at intersections, etc.

3. Thickness: 2-3/4 inches, compacted.

4. Sizes of aggregates:

	Size of opening all will pass	Size of opening none will pass
Grade "D"	2 inch, circular	1½ inch, circular
" "C"	1½ " "	3/4 " "
" "B"	3/4 " "	1/2 " "
" "A"	1/2 " "	1/8 " square
Sand	1/8 " square	

5. Sand: Sand may be either coarse sand or fine screenings from crushed rock.

6. Oil: Oil shall be No. 3 asphaltic road oil; asphalt content 94+ per cent; viscosity 225+ saybolt-furol.

7. Quantities of rock and oil per sq. yd.:

	Rock (Cu.Yds.)	Sand (Cu.Yds.)	No. 3 Oil (Gals.)
Tack coat	- -	- -	0.100
Main body of wearing surface			
1st course	.050 Grade "D"	- -	0.625
2nd course	.016 Grade "C"	- -	0.200
3rd course	.016 Grade "C"	- -	0.250
4th course	.0125 Grade "B"	.0015	- -
Seal coat	.0125 Grade "A"	.0015	0.375
	.107	.003	1.550

8. Construction procedure:

a. Broom existing surfacing and apply tack coat of No. 3 oil, 0.1 gal. per square yard.

b. Spread grade "D" rock, .05 cu. yd. per sq. yd. Blade smooth and roll lightly.

c. Apply No. 3 oil, 0.625 gal. per square yard.

Construction procedure (Cont'd)

d. Spread grade "C" rock, .016 cu. yd. per sq. yd. Blade and roll.

e. Apply No. 3 oil, 0.2 gal. per square yard.

f. Spread grade "C" rock, .016 cu. yd. per sq. yd. Blade and roll.

g. Apply No. 3 oil, 0.25 gal. per square yard.

h. Spread grade "B" rock, .0125 cu. yd. per sq. yd. Blade and roll thoroughly.

i. Spread coarse sand or fine screenings, .0015 cu. yd. per sq. yd. Allow the surface to stand under traffic for at least six days.

j. Broom to remove dust and apply No. 3 oil, .375 gal. per square yard.

k. Spread grade "A" rock, .0125 cu. yd. per sq. yd. Blade and roll thoroughly.

l. Spread coarse sand or fine screenings, .0015 cu.yd. per sq. yd.

9. Each application to be made in two strips: In order that traffic may use the road during the period that construction operations are in progress, each application of oil and succeeding spread of rock shall be made in two strips, each strip covering one-half of the width of the roadway, traffic being allowed to use the half of the roadway that is not being worked on at the time. Both strips of each application of oil and succeeding spread of rock shall be completed, however, before the making of the next application of oil is commenced.

Oregon State Highway Department — Project 66 (Unopened)

BAKER-HELSON SECTION OF THE OLD OREGON TRAIL

IN BAKER COUNTY

(Estimate with specifications. Not as basis for mutual agreement. Purpose to include the construction of bituminous wearing surface on the Baker-Pleasant Valley Section)

Salem, Oregon, Jan. 26, 1929.

Completed Work as shown by Final Voucher

Final cost on roadway (Excluding bridges over 20' span)		$262,087.82
Engineering and Contingencies		14,738.82
	Total	$276,826.64
Final Cost on Unity Overcrossing and Pritchard Creek Bridge		$ 10,718.84
Engineering and Contingencies		3,143.93
	Total	$ 13,862.77
Total Final Cost on Complete Work		$ 234,688.11
Federal Aid Paid on Roadway		$ 150,486.82
Federal Aid Paid on Bridges		12,096.98
Total Federal Aid Paid (Fiscal Year 1928)		$ 162,583.80

Length of Roadway (Excluding bridges) 26.919 miles
Length of Unity Overcrossing 0.020 miles
Length of Pritchard Creek Bridge 0.011 miles
Total Length 26.950 miles

Cost per mile, Roadway $10,284.04
Federal Aid paid per mile, Roadway $5,590.70

New Work - Roadway

Resurfacing

3,500 cu. yds.	Base Course Resurfacing	1.95	$ 7,020.00
4,780 " "	Top Course Resurfacing	1.95	9,726.50
12,000 yd. mi.	Hauling Broken Stone	.18	2,160.00
800 cu. yds.	Filler	.50	400.00
1,000 cu. yds.	Filler Haul	.25	250.00
10,000 sq. yds.	Sprinkling	.025	250.00
10,000 " "	Oiling	.08	800.00

Baker-Nelson Section - 2.

Bituminous Macadam Wearing Surface

5,250 cu. yds.	Crude "D" Rock		2.00	$10,500.00
3,350 " "	" "C" "		2.65	8,867.50
1,200 " "	" "B" "		2.50	3,000.00
1,500 " "	" "A" "		2.50	3,750.00
300 " "	Sand or fine screenings		0.00	0.00
160,000 gal.	No. 3 Oil		0.080	12,800.00
11,500 cu. yds.	Construction of Wearing Surface		3.50	40,250.00
		Sub-total		$ 86,672.00
		10% Engr. & Cont.		8,667.20
		Total		$ 106,339.20

Length of Roadway (Baker-Pleasant Valley Section) 9.50 mile
Cost per mile, new work - $11,216.75
Federal Aid allowable on new work
(20,000 - 8880.70) divided by 20,000 = .720665 deficiency
.720665 x 18000 = $12,972.03 per mile allowable on F. A. 1229.
Total Federal Aid allowable, $127,775.36
Federal Aid Requested, $98,311.79 (92.25%)
" " Recommended $98,311.79 (92.25%)

SUMMARY

Total Estimated Cost, all work $401,958.31
Total Federal Aid, all work $234,895.00
Length of Roadway (new work) 960 miles
Total Cost per mile (Baker-Pleasant Valley Section) $21,900.78
Total F. A. per mile (Baker-Pleasant Valley Section) $12,370.88

PR-66
Reopened

OREGON STATE HIGHWAY COMMISSION

Jan. 28, 1928.

Mr. H. G. Smith,
Division Highway Engr.,
La Grande, Oregon.

Dear Sir:

The following are the construction prefixes requested in your letter of January 23rd:

X1 PR—Elgin-La Grande Section of the Old Oregon Trail in Union County - Resurfacing and Betterment Materials.

1 PR—~~Baker-Pleasant Valley~~ Section of the Old Oregon Trail in ~~Baker~~ County - Resurfacing and ~~Betterment~~ Materials.

Very truly yours.

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dictated by
L. H. Parsons.

FORM S-M-1 C-9324 SM 7-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON January 23, 1929.

2 File Copies

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Prefixes.

RECEIVED
JAN 24 1929
OREGON

Attention Mr. Probert:

Dear Sir:

Will you please send construction prefixes for the following jobs:

3 PE
F.A. — Wilgard-La Grande section of the Old Oregon Trail, in Union county-- ~~Maintenance materials and~~ resurfacing and Bituminous Mat'l.

F.A. — Baker-Pleasant Valley section of the Old Oregon Trail, in Baker county-- ~~maintenance materials and~~ resurfacing and Bituminous Mat'l.
1 PF

Very truly yours,

H. G. Smith

Division Engineer.

V

PR - 66 Reopened

FORM 3-M-1 C-3324 SM 7-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

January 22, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Baker-Pleasant Valley
Hilgard-La Grande
(Esti ates of Costs)

Attention Mr. Probert:

Dear Sir:

Inclosed please find estimates of costs for comparison of bids for the Baker-Pleasant Valley and the Hilgard-La Grande sections. I have based the prices on the prices submitted to the Bureau of Public Roads by Mr. Baldock.

On the Baker-Pleasant Valley section I have changed the sprinkling from $1,000.00 to $2,500.00, and the engineering and contingencies from 1-1/2% to 10%, as sprinkling usually runs about $750.00 a month I do not believe the amount of $1,000.00 is ample as it would necessitate the work being done in a month and a half.

The estimate of cost for the Hilgard-La Grande section is the same as Mr. Baldock's estimate submitted to the Bureau of Public Roads.

Very truly yours,

H. G. Smith

Division Engineer.

RECEIVED
JAN 23 1929
OREGON
STATE HIGHWAY COMMISSION

HGS V

Incls.

1/22/29

Baker County.
Old Oregon Trail.
Baker-Pleasant Valley Section.
9.5 Miles Broken Stone Resurfacing.

Estimate of Cost for Comparison of Bids:

Base Course resurfacing	13,500 cu yds	1.85	24,975.00
Top Course "	4,750." "	1.85	8,787.50
Grade "A" materials in stock pile	1,470 " "	1.95	2,866.50
Grade "B" " " "	1,470 " "	1.95	2,866.50
Grade "C" " " "	3,325 " "	1.70	5,652.50
Grade "D" " " "	5,035 " "	1.65	8,307.75
Grade "A" " in trucks	285 " "	1.50	427.50
Grade "B" " "	285 " "	1.50	427.50
Grade "C" " "	240 " "	1.30	312.00
Hauling broken stone, truck measure	40,000 yd mi	.18	7,200.00
Hauling broken stone, pile measure	21,000 " "	.20	4,200.00
Earth Filler	2,000 cu yds	.50	1,000.00
Filler Haul	2,500 yd mi	.25	625.00
Total for comparison of bids ----------			67,647.75
Sprinkling ----------			2,500.00
Plus 10% for engineering and contingencies ----------			6,764.77
			$ 76,912.52

(Includes contractor's profit of 15%)

RECEIVED
JAN 23 1929
OREGON
STATE HIGHWAY COMMISSION

1/22/29

Union County.
Old Oregon Trail.
Hilgard-La Grande Section.
1.6 Miles Broken Stone Resurfacing.

Estimate of Cost for Comparison of Bids:

Base course resurfacing	3,600 cu yds	2.20	7,920.00
Top course resurfacing	900 " "	2.20	1,980.00
Grade "A" materials in stock piles	1,300 " "	1.75	2,275.00
Grade "B" " " "	1,300 " "	1.75	2,275.00
Grade "C" " " "	2,440 " "	1.50	3,660.00
Grade "D" " " "	3,740 " "	1.45	5,423.00
Grade "A" " in trucks	200 " "	1.30	260.00
Grade "B" " "	200 " "	1.30	260.00
Grade "C" " "	160 " "	1.05	168.00
Grade "D" " "	160 " "	1.00	160.00
Earth Filler	500 " "	.50	250.00
Filler haul	1,000 yd mi	.25	250.00
Total for comparison of bids			24,881.00
Sprinkling			750.00
Plus 10% for engineering and contingencies			2,563.10
			28,194.10

(Includes profit to contractor of 15%)

RECEIVED
JAN 23 1929
OREGON
STATE HIGHWAY COMMISSION

JAMES H. NICHOLS
BLAINE HALLOCK
JAMES T. DONALD

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

PR #66

June 7th, 1926.

Mr. Roy A. Klein,

State Highway Engineer,

Salem, Oregon.

Dear Mr. Klein:

We acknowledge receipt of your favor of the second instant, over the signature of Mr. Probert, bearing upon the $2,000.00 settlement with the Security Construction Company.

Prior to the receipt of your letter we had already been advised by Mr. W.C. Sturgill that the Commission had been authorized to deduct the sum of $140.88, account repair parts purchased by the Security Construction Company from your engineering department. It seems that Mr. W.C. Sturgill had discussed this matter with Judge Duby of the Highway Commission, whereupon he communicated this information to the writer, who was about to so advise you when your letter of the 2nd was received.

Upon the receipt of your letter last above mentioned we secured from Mr. F.M. Sturgill, President of the Security Construction Company, an affidavit showing that the company has never been paid any part of the sum of $328.88 on account of cattle pass excavation mentioned in your letter of April 27th. This affidavit we enclose. We also return herewith your voucher with supporting papers, issued in favor of the Security Construction Company in the amount of $1,530.24. It is our understanding that upon receipt of these papers, you will see that a new voucher is issued to the Security Construction Company in the sum of $1,859.12.

We appreciate the courteous attention and consideration which you have extended in this matter and trust that the new voucher in the revised amount will be shortly forthcoming.

BH:FHM

Yours very truly,

NICHOLS, HALLOCK & DONALD,

By Blaine Hallock

STATE OF OREGON,)
) SS:
County of Baker.)

I, F. M. Sturgill, being first duly sworn depose and say: That I am, and for many years last past have been, president and active manager of the Security Construction Company, a corporation; that I am personally familiar with the work performed by such Security Construction Company for the State Highway Commission of the State of Oregon, under the Baker - Nelson Section of The Old Oregon Trail surfacing and grading contract, concerning which there has been considerable exchange of correspondence; and that I am also personally familiar with the work performed and the circumstances surrounding the performance of such work in connection with the construction by the said Security Construction Company of certain cattle passes, and other work, for Baker County, which was accomplished under the direction and supervision of one W. C. Smith, since deceased, but at said time resident engineer of the said State Highway Commission; that a certain controversy has arisen with respect to whether or not the said Security Construction Company has been paid the sum of three hundred twenty-eight dollars eighty-eight cents ($328.88) on account of excavation for cattle passes performed by said Security Construction Company at engineer station 1014 + 65 and 1067 + 50, on said Baker - Nelson section of said Old Oregon Trail; that all of the work of constructing said cattle passes was performed under my immediate direction and control, acting for said Security Construction Company; that I am personally familiar with the matter of the performance of said work by said Security Construction Company; that I have caused a search and examination to be made of the records of the said Security Construction Company, have personally examined said records, have gone into the matter fully with the bookkeeper of the said Security Construction

Company in charge of said books, records, and documents, and not only because of said examination so made by me, but because of the personal knowledge which I have of such matters, I know and hereby affirm that neither the County of Baker, nor the State Highway Commission has ever paid the Security Construction Company any part of said sum of three hundred twenty eight dollars eighty eight cents ($328.88) on account of said cattle pass excavation at said engineer's stations above mentioned. That when the said Smith was acting in connection with said matter and supervising the construction of said cattle pass work and other work performed by said Security Construction Company for said Baker County, he calculated the quantities of excavation moved by said Security Construction Company, in connection with said work by making reference to certain estimates originally prepared by said State Highway Commission and employed by said Smith and that the said Smith, in including the cattle pass excavation to be paid for by said Baker County and in deducting such excavation from the said estimates prepared by the said State Highway Commission failed to include under the head of work performed by said Security Construction Company for said Baker County, the said excavation for said cattle passes at said stations last hereinabove named; and that as a consequence thereof the said excavation was included in the final estimate prepared for the State Highway Commission but was not included in the final estimate of the said Smith as covering the work performed by the said Security Construction Company for said Baker County; that as a result of the foregoing the said Security Construction Company has never been paid any sum of money whatsoever on account of the excavation of materials at said cattle passes at said last named stations; and that said Security Construction Company should be paid on

account of said work the sum of three hundred twenty-eight dollars and 88 cents, ($328.88).

F. M. Stungill

SUBSCRIBED and SWORN to before me this 5th day of June, 1926.

Clare Talcott

Notary Public for Oregon

My Commission Expires: July 18th 1928

June 2, 1926

Nichols, Hallock & Donald
Semmor Building,
Baker, Oregon.

Attention Mr. Hallock

Gentlemen:

We have before us your letter of May 11, in regard to the amount of the final payment which has been tendered to the Security Construction Co. in connection with that company's contract for the grading of the Baker-Nelson Section of the Old Oregon Trail. In this letter you object to the two deductions which we have made from the $2,000, which, according to a previous estimate, was the balance due under the contract. The deductions referred to were in the amounts of $328.88 and $140.88, the first being a deduction for what our information indicates was a duplication in payment for the excavation for certain cattle passes, and the second being a deduction for repair parts purchased by the Security Construction Co. from our Equipment Department.

If your claim that the Security Construction Co. has received no payment from Baker County for the cattle pass excavation above referred to, is correct, then there has been no duplication in payment for the cattle pass excavation, and the deduction of $328.88 should not be made. Our information to the effect that the county has made payment for this excavation is not entirely conclusive, and owing to the fact that the voucher on which payment is supposed to have been made has disappeared from the county files, it is impossible for us to determine the fact positively. In view of this situation, we are willing to consider any evidence that can be submitted, and if the official of the Security Construction Co. who is most familiar with the matter, finds after a thorough examination of the company's records, that payment has not been received from the county, and will make affidavit to that effect, we will accept same as proof, and cause the deduction of $328.88 to be cancelled.

The matter of repair parts for equipment is something quite outside of the Baker-Nelson contract. It is an account that our Equipment Department holds against the Security Construction Co., and it can either be paid in cash or allowed to stand as a deduction from the Baker-Nelson final payment. Mr. Sturgill has, since the time of the conference, admitted that the claim is proper, and has expressed a willingness to have the amount deducted.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer .

CC Wm. Duby,
Baker, Oregon

JAMES H. NICHOLS
BLAINE HALLOCK
JAMES T. DONALD

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

May 11, 1926.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Mr. J. M. Devers,
Assistant Attorney General,
Salem, Oregon.

Dear Sir:

We are in receipt of a letter of date April 27th, addressed to us by Mr. Klein, as well as a letter dated April 22nd, addressed to us by Mr. Devers, both bearing upon the matter of settlement of the claim of Security Construction Company in connection with the work performed under Contract No. 525 covering the Baker-Nelson Section of the Old Oregon Trail.

Mr. Klein accompanies his letter with a voucher in favor of the Construction Company in the amount of $ 1530.24 purporting to cover final payment on this contract and Mr. Devers' letter is devoted to a discussion of whether the State Highway Commission can allow interest on moneys, the payment of which it has withheld for a period of years.

These communications come to us as a distinct surprise, as this matter having been discussed from all angles and carefully considered by all concerned, was in all respects settled and concluded upon the proposal subscribed to by Mr. Baldock, the Highway Commission, speaking through Judge Duby, the Baker County Court, speaking through Judge Dodson, and the Board of County Commissioners, for a consideration of $ 2,000.00 cash.

We are now advised by Mr. Klein that deductions amounting to $ 469.76 have been made against the agreed $ 2,000.00 payment and we learn from Mr. Devers that the Highway Commission cannot pay interest. Undoubtedly the voucher in the amount of $ 1530.24 has been prepared on a misconception of what was accomplished on the occasion of the conference referred to and the settlement then and there accepted and agreed upon by all parties concerned. Unfortunately Mr. Baldock in preparing the memorandum bearing

date April 14th, 1926, and signed by the Security Construction Company, disclosing that the settlement was effected on the basis of $ 2,000.00, made some reference to a claim for interest which apparently created the impression in the mind of Mr. Devers that the Commission would be paying interest to the Construction Company in accomplishing this settlement on the basis of $ 2,000.00. The gentlemen who were present at the conference will recall that while this matter of interest, along with other claims and demands of the Construction Company, was discussed, the interest charge was waived and eliminated in consideration of the $ 2,000.00 payment. In short, this item of $ 2,000.00 does not include one penny of interest. It represents the figure arrived at and agreed upon by all concerned as the amount of money which would be paid to the Security Construction Company in consideration of the settlement of all of the claims and demands of the latter. These claims and demands, as discussed and submitted for consideration, included not only this item of $ 2,000.00,retained moneys, numerous other items on account of changes in quantities and classification growing out of the fact that the Security Construction Company had settled with its subcontractors on the basis of the Smith final estimate and had thus lost thousands of dollars through the ultimate revision which was made in the estimate,but it also included as one of the elements of the claim the further sum of approximately $ 400.00 in interest. After much discussion and negotiation, the Security Construction Company waived its interest claims, as well as all of the other claims above referred to and finally agreed to accept this sum of $ 2,000.00 in full settlement. This sum of $ 2,000.00, instead of including interest in any amount, represents the figure agreed upon after the elimination,not only of all interest claims, but also numerous other demands above referred to.

We now learn from Mr. Klein's letter that the Commission proposes to reduce the amount of this agreed settlement by $ 469.76. This amount is made up of two items which were fully discussed on the occasion of the conference and we cannot believe that we should now be confronted with the necessity of going over this same ground again. Mr. Baldock had these figures, submitted them as counter claims against the demands of the Security Construction Company and they were in no sense overlooked but were fully considered. Mr. Baldock contended that these quantities of excavated material for cattle passes at the stations mentioned in Mr. Klein's letter had been included in the quantities on the Smith final estimate. We, in turn, showed that regardless of such claim, the Construction Company had not been paid for this work by the County and that there would be no

justification in compelling the Security Construction Company to perform this excavation without compensation. We showed that the Construction Company had lost several thousands of dollars in making settlement with its sub-contractors on the Smith final estimate which was subsequently materially reduced by Mr. Baldock.

The matter of the Gosset transaction, with many other angles to this matter, was discussed. The Construction Company exhibited a letter addressed to it by Mr. W. P. Smith, the resident engineer, bearing date of June 6th, 1922, which neither Mr. Baldock nor Judge Duby had theretofore seen, and this letter was a material factor in convincing those present of the merit of the Construction Company's demands.

Mr. Baldock at first prepared a memorandum proposing settlement on the basis of the very figures now covered by the voucher transmitted with Mr. Klein's letter but the Construction Company refused to accept such settlement, whereupon the $ 2,000.00 figure was agreed upon and the subsequent memorandum first above referred to and prepared by Mr. Baldock was executed in evidence of the settlement. Judge Duby stated that the money would be paid immediately following the April meeting of the Commission, whereupon we left the conference with the matter absolutely disposed of to the seeming satisfaction of all concerned and with an agreement understood and entered into by all of the parties accomplishing this settlement on the basis of $ 2,000.00.

When we left the meeting Mr. Sturgill made some remark to the writer to the effect that it might have been better had we executed a formal contract requiring the payment of this money but we both agreed and commented upon the fact that the participants to the settlement were all thoroughly reliable and that there could be no disposition upon the part of anyone cooncerned to repudiate the agreement. You will, therefore, appreciate the surprise which we experienced upon receipt of the letters above mentioned. We feel that upon further consideration of the matter Mr. Klein will request us to return the voucher submitted with his letter and will substitute the same with a new one in the amount of $ 2,000.00.

We are sending a copy of this letter to Mr. R. H. Baldock, to Judge Duby, to Judge Dodson and to the Security Construction Company.

Yours very truly,
NICHOLS, HALLOCK & DONALD,
By. Howe Hallock

BH/HFD.

PR#

April 27, 1926.

Nichols, Hallock & Donald,
Attorneys at Law,
Baker, Oregon.

Gentlemen:

In compliance with instructions from State Highway Commissioner William Duby, we are addressing to you the enclosed voucher drawn in favor of the Security Construction Company in the amount of $1,530.24 covering final payment for work performed under that company's contract for the grading of the Baker-Nelson Section of the Old Oregon Trail.

In explanation of the $469.76 deducted from the $2,000.00 indicated by our last previous voucher as the amount retained, we will state that $140.88 is for repair parts furnished to the Security Construction Company by our Equipment Department; and that $328.88 is for excavation for cattle passes, which excavation was erroneously included in the last previous estimate.

The quantities involved in the cattle pass excavation deducted are as follows:

Cattle Pass at Station 1014+68 - 106.9 cu.yds Solid Rock Excavation
- 197.7 cu.yds Intermediate Excavation

Cattle Pass at Station 1067+50 - 324.4 cub.yds Intermediate Excavation

Upon receipt of the original copy of the enclosed voucher properly executed, warrant for the amount which it covers will be drawn and forwarded.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

SHP:AP

CC Security Construction Co.
LaGrande, Oregon.

Baker County, Oregon

A. B. COMBS, JR., County Clerk
HENRY McKINNEY, Sheriff
ELIZA M. PEARSON, Treasurer
W. A. BAIRD, Assessor
ELMETTA BAILEY YORK, School Supt.
E. F. WEST, Coroner
IRA L. HOFFMAN, Surveyor

County Judge, J. L. DODSON
Commissioners, D. M. CARTMILL, G. W. MILLER
District Attorney, LELAND S. FINCH
CIRCUIT COURT CONVENES
Second Monday in February
Second Monday in June
Second Monday in November
C. H. McCOLLOCH, Circuit Judge
PROBATE COURT
First Monday in Each Month
COUNTY COURT
Wednesday in Each Month

Baker, Oregon
April 14th, 1926

Oregon State Highway Com.
Salem, Oregon.

Gentlemen:

I am advised by your Mr. Baldock that approximately Eleven hundred eighty five dollars and twenty three cents has been retained by you on the final estimate due the Security Construction Company in their completion of their contract No. 525 for grading and surfacing, and structures on the Baker Nelson Section of the old Oregon Trail in Baker County .

Please be advised that of this amount we paid the Security Construction Company $675.00 for work they had done on the uncompleted cattle pass at Station 528 The itemized statement of the original bill submitted by the Security Construction Company has been misplaced but we do know that there was certain other work done for us by the Security Construction Company in the way of moving fences and digging ditches which in all probability would well equal the $510.23 balance to the said Security Construction Company
And we would request that you release the above $1185.23 or other sum which you have retained representing your check on our apparent over-payment .

Very respectively
J L Dodson co Judge
D M Cartmill com

County Court of Baker County

Baker County, Oregon

A. B. COMBS, JR., County Clerk
HENRY McKINNEY, Sheriff
ELIZA M. PEARSON, Treasurer
W. A. BAIRD, Assessor
ELMETTA BAILEY YORK, School Supt.
E. F. WEST, Coroner
IRA L. HOFFMAN, Surveyor

[illegible] L. DODSON
Commissioners, D. M. CARTMILL
G. W. MILLER
District Attorney, LELAND S. FINCH
CIRCUIT COURT CONVENES
Second Monday in February
Second Monday in June
Second Monday in November
C. H. McCOLLOCH, Circuit Judge
PROBATE COURT
First Monday in Each Month
COUNTY COURT
First Wednesday in Each Month

Baker, Oregon

April 14, 1926.

Oregon State Highway Com.
Salem, Oregon.

Gentlemen:

We are advised that the Baker County Court have presented evidence to you sustaining our claim for the construction of the cattle passes which included fencing, ditching and certain other work and we now stand ready to advise that on payment of the $2000.00 which you have retained on our contract No. 525 for grading, surfacing and structures on the Baker Nelson section of the Old Oregon Trail in Baker County , that we will accept this as full and complete payment of all work performed by us under that contract. This will include our claim for interest on the deferred payment of $2000.00 since the time of the completion of the work.

Very respectively

Security Construction Company
By W. L. Sturgill

Apparant overpayment by county — 1185.V3
The county orders The paid in —
accordance with attached letter
from them

Balance due in accordance — 487.1V
with our books.

Amt. of duplicate payment — 327.65
V000,00

Interest for 3 yrs on 2000 at 6% —
claimed by Hallock — 360.=
He is willing to accept — 327.65
or total payment of 2000—

PR 66

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WILLIAM DUBY, CHAIRMAN

BAKER, OREGON

November 13th, 1924.

State Highway Department,
Salem, Oregon.

Gentlemen:

I met with the County Court of Baker County yesterday and brought up the matter of the money being held by the State on the Baker-Unity section of the Old Oregon Trail. They advise me that they would prefer to have us give Baker County credit for the amount, whatever it may be, so that we might clear up the records insofar as that is concerned.

I would suggest however, that you make a memorandum of this and bring it up at our next meeting, provided the County Court of Baker County is represented and I think they will be, so that it may be made a matter of record on our minutes, but as stated above the understanding is clear as to the disposition of the case.

Very truly yours,

WD:BC

Wm Duby

Chairman, State Highway Commission.

$2,000.00
Retained

RECEIVED
NOV 14 1924
State ...

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
April 30, 1923.

1 PD-
Cattle Passes.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith data for construction of cattle passes at stations 1014 + 65 and 1167 + 50, on the Baker - Nelson section of the Old Oregon Trail in Baker county.

The quantities for these cattle passes were included in the original estimate, with the understanding that the payments were to be made by Baker County, and that the State and Federal governments would not cooperate.

As explained in a previous letter in this regard, I found, on investigation, that the Baker County Court had apparently made some separate and distinct arrangement with the Security Construction, contractors on this section, in regard to these passes, in which they were each to be constructed on a flat price basis. However, they were not constructed according to standard, and the different items multiplied by the unit prices appearing in the contract do not equal the amount paid the contractors by the Baker County Court.

In turning in the final estimate I neglected to check the measurements for excavation and I find that Smith has shown certain quantities at these passes which I cannot check. My measurements are lower than the quantities that Smith's measurements indicate.

OREGON STATE HIGHWAY COMMISSION

SALEM

1 PD-- Cattle Passes-- 2--

I also took this opportunity to measure the cattle passes very carefully, undermining both abutments and wingwalls, so there is no argument in this connection.

I made a search through the records of the County Clerk's office in Baker, in accordance with your letter of March 24th, accompanied by Judge Dodson and the County Clerk, and was unable fo find any record of claim No. 215, except as entered on the claim docket, the original bill had apparently disappeared. In this claim the Security Construction Company, according to the County Clerk, presented a claim for $5350.00, to which was attached a tabulated statement of quantities. The County Clerk stated that he remembered that the rubble masonry was $12.00 a yard, but the contract price was $10.00 a yard. The County Court made part payment on the claim to the amount of $2500.00. The transaction was copied on claim docket, Volume 5, page 269, and I have a certified copy of the same signed by he County Clerk's deputy.

Subsequent to this the Security Construction Company presented another bill of $4475.00, which, less the $2500.00 paid on claim No. 215, equals $1975.00. However, the records show that the County Court allowed $1277.70 on this claim, but the County Clerk was unable to explain as to how this amount was arrived at.

In a summary of the transaction for payment of the cattle passes, would state that apparently there had been an original itemized statement rendered, a portion of thich was paid under claim No. 215, but the itemized statement has disappeared from the records, and that the entire claim of the Security Construction Company as first presented was $5350.00, and later amended to $4475.00, was paid of by an amount equal to $3777.70.

I am attaching hereto a summary of the cattle pass construction based on the unit prices in Contract No. 525 and the quantities involved.

OREGON STATE HIGHWAY COMMISSION
SALEM

This totals $2492.47. This includes cattle pass at station 1014 + 65 and cattle pass at station 1167 + 50, and such excavation as was done at station 536 + 28 which was not constructed.

In the Security Construction Company's claim of August 23rd they stated that they had $675.00 coming for work already done for cattle pass at station 536 + 28 and for the steel that they had purchased.

I found on examination of the records that the excavation at this cattle pass had been included in the estimate to be paid for by the State and have shown it deducted from the State's estimate, and am attaching it to the statement of amount due the contractor from the County Court. I am not familiar with the amount of steel purchased but in the cattle pass at station 1014 + 65 they used 1628 lbs. of steel at their bid price of 8¢ per lb. in place, amounting to $130.24, consequently the value of the steel purchased could not be more than $100.00. I have no knowledge as to whether the steel was turned over to the County or not, but allowing $100.00 for the purchase of same, and adding it to the money due the contractors according to our estimate, would state that Baker County owes the contractors approximately $2592.47, which would vary a small amount according to the amount of steel used. The County has paid the contractors $3777.70, or an over payment of $1185.23.

All notes pertaining to these cattle passes are bound in a separate book and attached to this letter and not made a part of the final estimate. There is no connection between the two with the exception of the cross reference in regard to the deduction of 364.4 cubic yards of common excavation and 40.5 cubic yards of intermediate excavation for cattle pass at station 536 + 28, which has been deducted from the State's

1 PD-- Cattle Passes-- 4--

estimate and added to the County's estimate.

I would suggest that you confer with Judge Duby in this regard, and hold out of the Security Construction Company's estimate $1185.23 to reimburse the County for over payment to this company.

In addition to the notes I am also including correspondence from W. A. Gossett, subcon tractor on rubble masonry, and affidavit from the County Clerk in regard to payments made.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

Incls.

cc -- Judge Wm. Duby, Baker, Oregon.

Security Construction Company, contractors.

RECEIVED
MAR 2 1923

Summary of cattle pass construction, based on unit prices in contract number 525:

Cattle Pass at Station 1014 / 65:

14.24	cu yds	Class A concrete	@ 25.00	356.00	
74.10	" "	rubble masonry	@ 10.00	741.00	
1628	lbs.	reinforcing steel	@ .08	130.24	
165	cu yds	int. excavation	@ .38	62.85	
70.9	" "	S. R. "	@ .98	69.48	
					1359.57

Cattle Pass at Station 1167 / 50:

11.83	cu yds	Class A concrete	@ 25.00	295.75	
50.56	" "	rubble masonry	@ 10.00	505.60	
1341	lbs.	reinforcing steel	@ .08	107.28	
255.9	cu yds	int. excavation	@ .38	97.24	
28.4	" "	S. R. "	@ .98	27.83	
					1033.70

Total ---------- [illegible]

Cattle Pass at Station 536 / 28:
(Excavated but not constructed.)

364.4	cu yds	common excavation	@ .23	83.81	
40.5	" "	intermediate Exc.	@ .38	15.39	99.20

Total $2492.47

BAKER, OREGON, April 12 1913

Mr R H Baldock

La Grande

Dear Sir

With referance to the Gossett Cattle Pass, will say that at no time was there any material delivered on the ground, of any kind what soever

Yours Truly

W A Gossett

Pleasant Valley, Oregon, August 23,1922.

Baker County, Oregon, Dr.

To Security Construction Company,

To one (1) Cattle-pass Hookers' Field	1550.00
To one (1) Cattle-pass Pierce's Field	2250.00
For steel excavation done Gossett's Field	675.00
	4475.00
Less County Warrant payment	2500.00
Balance due	1975.00

As for a clear explanation of the above revised bill which was rendered the County Court at a prior time will state that an agreement was made by County Commissioner Cartmill and ourselves whereby we were to not construct the cattle-pass which was ordered constructed by the County Court in the Gossett's field. The County Court was to pay us $675.00 for the work already done on this structure and the steel which we had already purchased. We are to turn over all the steel purchased for this structure to the Cpunty Court.

As this work is all completed and a separate contract for each structure was made by us, and they are now ready for inspection by the Court at their pleasure.

Security Construction Company.

In Account With..... *Address*.....

STATE OF OREGON,)
County of Baker,) *ss.*

I, ..., *being first duly sworn do depose and say; that the foregoing statement of account of*.....*is true and correct; that the same was furnished at the instance of*..... *and that each and every item was for the benefit and use of said Baker County and not for the use or benefit of any individual person; that I verily believe the same and every part thereof was and is necessary for public use; that no part thereof has been paid, and that the full sum of $*.....

.....*is due me from said Baker County.*

.....

.....

Subscribed and sworn to before me this.....*day of*....., *192*.....

.....

.....

By Chas. E. Thomas *Deputy*

Claim No. .....

By Security Construction Co.,

R. of W.

Amount, $1277.70

For Cattle passes

Filed September 11,1922.

A. B. Combs, Jr.,
County Clerk.

By Chas. E. Baird

Deputy.

Examined and found correct and ordered that a warrant be drawn on the

Road Fund

for $1277.70 in

payment thereof.

J. L. Dodson
County Judge.

E. E. Marker
Commissioner.

D. M. Cartmill
Commissioner.

Warrant No. 5818

Class L issued

in accordance with above.

A. B. Combs, Jr.,
County Clerk.

Claim Docket of Baker County, Oregon.

July 1922 Term.

No.	Name of Claimant	Account of	Amount claimed.	Allowed
215	Security Construction Co.	Cattle Passes	5350.00	2500.00

(From Claim Docket Vol. 5, page 269)

STATE OF OREGON, }
County of Baker, } *ss.*

I, the undersigned, County Clerk ~~and ex-officio Recorder of conveyances~~, for the above named County and State, do hereby certify that the foregoing ~~copy of~~ Copies, have

~~has~~ been by me compared with the original~~s~~, and that the same are *~~is a~~ direct transcript therefrom ~~and of the whole~~ of such original~~s~~*

as the same appears ~~at Page~~ ~~Volume~~ *~~Record of~~* on file *~~for Baker County, Oregon,~~ in my office and in my care and custody.*

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal this 2nd. *day of* April *A. D., 1923*

A. B. Combs, Jr.,
County Clerk ~~and ex officio Recorder of Conveyances~~ for Baker Co., Ore.

By Chas. E. Ellis *Deputy*

FORM S 20123 5M-6-25

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

09-66

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 10, 1926.

Nichols, Hallock & Donald,
Baker, Oregon.

Attention Mr. Blain Hallock

Gentlemen:

In reply to your communication of the 25th ultimo, in which you make inquiry in regard to the retained balance on the Baker-Nelson Section of the Old Oregon Trail in Baker County, which contract was held by the Security Construction Company of La Grande.

Please be advised that Contract No. 525, for grading, surfacing and structures on the Baker-Nelson Section which was held by the Security Construction Company, included the construction of cattle passes at approximately Station 1014+65 and Station 1165+50. Due to a line change, the cattle pass at Station 1165+50 was constructed at Station 1167+50.

In line with our usual procedure in matters of this kind, it was planned to construct these cattle passes under the contract with the Security Construction Company, payment for the structures to be made in the first instance by the State, the State to be later reimbursed by the County.

Before the last estimate was drawn, it was found that Baker County had made a payment to the Security Construction Company for the construction of the cattle passes in question. The payment made by Baker County was not only irregular but was in excess of the amount due under the contract. Approximately the amount of the excess payment has been withheld by the State pending an adjustment between the parties in harmony with the terms of the agreement between the State and the Security Construction Company.

In view of the fact that no adjustment has been made between the County and the Contractor, and to avoid further delay, we now stand ready to submit to you a final estimate, and to make payment to the Security Construction Company, on the basis of the total work performed, less the amount of payment by Baker County.

Kindly advise at your earliest convenience.

Very truly yours,

R. H. Baldock,
Maintenance Engineer.

rhb/er
For Mr. Klein.

PPD pg 66

JAMES H. NICHOLS
BLAINE HALLOCK
JAMES T. DONALD

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

March 25th, 1926.

Mr. R.H. Baldock,
Superintendent of Maintenance,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

Following our talk at LaGrande a day or two ago relative to the claim of Security Construction Company in the matter of retained balance from the Baker-Nelson section of the Old Oregon Trail, I had a further talk with the Sturgill boys but will not be able to advise them with any degree of intelligence until I can learn definitely of the position which the Highway Commission and yourself take in the matter. I am, therefore, addressing you to confirm the request made to you orally that you be good enough, at your earliest opportunity, to look into this matter, let us have a final estimate on the job and give us such information as you may care to, disclosing the position taken by the Highway Commission and the reason why this sum of approximately $2,000.00 has been retained.

With personal regards, I am,

BH:FHM

Yours truly,

NICHOLS, HALLOCK & DONALD,

By- Blaine Hallock

PR #66

October 2, 1924.

Mr. Edward A. Boyrie
667-680 Pittock Block
Portland, Oregon

Dear Sir:

Complying with your request of the 1st inst. for a certified copy of each of your notices ~~upon~~ you claim against the Security Construction Company in connection with their contract for the construction of the Baker-Nelson section of the Old Oregon Trail, there is enclosed herewith such certified copy.

The official date of completion of this project and the date of acceptance of the same by the State is January 30, 1925.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:JH

N. Ray Aller
Albert H. Gentner

Law Offices of
William B. Layton
667-680 Pittock Block
Portland, Oregon

Edward A. Boyrie
L. R. Van Nas

October 1st, 1924.

RECEIVED
OCT 2 1924

Secretary Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Under date of February 14, 1923, there was filed with your office a notice to the effect that the Clyde Equipment Company had a claim for machinery, supplies and equipment in the sum of $4229.18 against the bond taken from the Security Construction Company of LaGrande, as principals, and the National Surety Company as surety, for the work of road construction on the Baker Nelson section of the old Oregon Trail in Baker County, being State Highway contract #525.

Under date of September 20, 1923, there was filed with you another notice in this case to the effect that the Clyde Equipment Company had a claim for $4852.10.

Would you be so kind as to prepare and mail to us as quickly as possible, as we require the same for use Saturday, certified copies of these two notices, along with your statement for preparing same? Would you also kindly advise at the same time the date of completion of this contract and acceptance of same by the State?

Very truly yours,

E A Boyrie

WBL:N

ANSWERED
H. B. C.

Jan 30, 1925

525-Baker County

January 28, 1924

PG 66

Mr. Sam A. Kozer,
Secretary of State,
B u i l d i n g.

Attention Mr. E. J. Haas, Filing Division.

Dear Sir:

Receipt is acknowledged of your letter of the 26th inst. enclosing three copies of notice of claim which has been filed in your office by Oxman & Harrington against Neal & Gaskill, subcontractors under the Security Construction Company for their contract for grading and surfacing Units 1 and 2 of the Baker-Nelson Section of the Old Oregon Trail in Baker County.

We are today forwarding one copy of this notice to the Security Construction Company and one to the National Surety Company surety on the bond furnished by them in connection withthis work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

C. N. LAUGHRIGE
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

JAN 28 1924

January 26, 1924.

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from Messrs. Nichols, Hallock & Donald, Attys., Baker, Oregon, and filed as of this date a notice of claim by Oxman & Harrington for rock crushing machinery furnished to Neal & Gaskell, subcontractors of the Security Construction Company in the sum of $2,000.00, together with interest thereon from September 1, 1922, against the bond taken from the Security Construction Co., principal, and the National Surety Co., surety, for the work of grading and surfacing Units 1 & 2 of the Baker-Nelson Section of The Old Oregon Trail in Baker County, Oregon.

We are enclosing three copies of this notice of claim, being one for your files, one for transmission, if desired, to the above contractors, and one to its surety.

Kindly make formal acknowledgment of the copies, and oblige.

Very truly yours,

FILING DIVISION,

By M. J. Isaac

ANSWERED
H. B. G.

B.

COPY

NOTICE OF CLAIM OF F. C. OXMAN AND C. A. HARRINGTON, PARTNERS DOING BUSINESS UNDER THE FIRM NAME AND STYLE OF OXMAN & HARRINGTON, AGAINST THE SURETY BOND WRITTEN BY NATIONAL SURETY COMPANY, A CORPORATION, BEHIND THE CONTRACT OF DATE APRIL 14th, 1922, BETWEEN THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON AND SECURITY CONSTRUCTION COMPANY, A CORPORATION, COVERING THE GRADING AND SURFACING OF UNITS ONE AND TWO OF BAKER-NELSON SECTION OF THE OLD OREGON TRAIL, IN BAKER COUNTY, OREGON.

TO: THE STATE OF OREGON, THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON AND TO SAM KOZER, SECRETARY OF STATE OF THE STATE OF OREGON.

Notice is hereby given that the undersigned, F.C. Oxman and C. A. Harrington, partners, doing business under the firm name and style of Oxman & Harrington, have a claim for the reasonable, fair value and agreed price of certain rock crushing machinery sold by said partnership to and purchased by Roscoe Neal and Fred D. Gaskell, partners, doing business under the firm name and style of Neal & Gaskell, said Neal & Gaskell being subcontractors of and with above named Security Construction Company, which said rock crushing machinery was sold by claimants to, and used by said Neal & Gaskell in the performance of a portion of the work referred to and described in the contract hereinabove mentioned, which said claim is in the sum of $2,000.00, with interest thereon from the First day of September, 1922, said sum constituting and being a claim against the bond taken from Security Construction Company, a corporation, as principal, and National Surety Company, a corporation, as surety, for the work of grading and surfacing with broken stone and crushed gravel units One and Two of the Baker-Nelson Section of The Old Oregon Trail in Baker County, Oregon, said rock crushing machinery having been, by said Neal & Gaskell, as subcontractors, employed, used and worn out in connection with the construction of the aforesaid portions of said highway, said construction work under said contract having been completed and accepted by affirmative action of the State of Oregon, less than one year from the date hereof and to-wit: on the 30th day of January, 1923.

OXMAN & HARRINGTON,

By F. C. Oxman
Partner.

ENDORSED:

File No. 353
Notice of Claim by Oxman & Harrington for rock crushing machinery furnished to Neal & Gaskell, subcontractors of the Security Construction Company, in the sum of $2,000.00, together with interest thereon from September 1, 1922, against the bond taken from the Security Construction Company as principal and the National Surety Company, surety, for the work of grading and surfacing Units 1 & 2 of the Baker-Nelson Section of The Old Oregon Trail in Baker County, Oregon.

Filed Jan. 26, 1924, SAM A. KOZER, Secretary of State.

January 28, 1926

PR66

National Surety Company,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find copy of notice of claim which has been filed with the Secretary of State by Ormsan & Harrington in amount $2000 against Neal & Gaskill, subcontractors under the Security Construction Company for the grading and surfacing of Units 1 and 2 of the Baker-NelsonSection of the Old Oregon Trail in Baker County. This copy is sent to you at the request of the Secretary of State as you appear as surety on the bond furnished by the Security Construction Company in connection with this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
Encl.

January 28, 1924

FR 66

Security Construction Company,
La Grande, Oregon.

Gentlemen:

Enclosed herewith please find copy of a notice of claim in amount $2000 which has been filed by Oxman & Harrington with the Secretary of State against Neal & Gaskill, subcontractors under yourselves in connection with the grading and surfacing of Units 1 and 2 of the Baker-Nelson Section of the Old Oregon Trail in Baker County.

This copy is being sent to you at the request of the Secretary of State.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
1 Encl.

January 22, 1924

P7966

Mr. Sam A. Kozer,
Secretary of State,
B u i l d i n g.

Attention Mr. H. J. Haas, Filing Division.

Dear Sir:

Receipt is acknowledged of your letter of the 19th inst. enclosing three copies of notice of claim which has been filed in your office by the First National Bank of Baker against Neal & Gaskill, subcontractors under the Security Construction Company in connection with the grading and surfacing of the Baker-Nelson Section of the Old Oregon Trail.

One copy of this notice is being sent to the Security Construction Company and one to the National Surety Company who appear as surety on the bond furnished by them in connection with this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HEG:LM

C. N. LAUGHRIDGE
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

January 19, 1924.

RECEIVED JAN 22 1924
OF
STATE

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H.B. Glaisyer, Chief Clerk)

This is to advise that we have received and filed as of this date, a notice of claim by The First National Bank of Baker City for moneys advanced to Neal & Gaskell, subcontractors of the Security Construction Company in the sum of $5000.00, together with interest thereon, against the bond taken from the Security Construction Company as principal and the National Surety Company as surety, for the work of grading and surfacing Units One and Two of the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

We are enclosing herewith three copies of this notice of claim, being one for your files, one for transmission, if desired, to Security Construction Company and one to its surety.

Please make formal acknowledgment of the copies, and oblige.

Yours very truly,

FILING DIVISION,

By M. J. Haas

ANSWERED
H. B. G.

Contract #525-
Baker-Nelson Section

B.

Noted
1-22-24

COPY

NOTICE OF CLAIM OF FIRST NATIONAL BANK OF BAKER CITY, OREGON, a national banking corporation, AGAINST THE SURETY BOND WRITTEN BY NATIONAL SURETY COMPANY, a corporation, BEHIND THE CONTRACT OF DATE APRIL 14th, 1922, BETWEEN THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON AND SECURITY CONSTRUCTION COMPANY, a corporation, COVERING THE GRADING AND SURFACING OF UNITS ONE AND TWO OF BAKER-NELSON SECTION OF THE OLD OREGON TRAIL IN BAKER COUNTY, OREGON.

To: The State of Oregon, the State Highway Commission of the State of Oregon and to Sam Kozer, Secretary of State of the State of Oregon.

NOTICE IS HEREBY GIVEN, that the undersigned, the First National Bank of Baker City, Oregon, a national banking corporation, has a claim for moneys advanced to Roscoe Neal and Fred D. Gaskell, partners, doing business under the firm name of Neal & Gaskell, sub-contractors with above named Security Construction Company, which moneys were used by said Neal & Gaskell in the performance of a portion of the work referred to and described in said contract, in the sum of $3,000.00, with interest thereon at the rate of eight percent per annum from the 22nd day of June, 1922, the further sum of $1,000.00 with interest thereon at the rate of eight percent per annum from the 5th day of July, 1922, and the further sum of $1,000.00 with interest thereon at the rate of eight percent per annum from the 31st day of July, 1922, against the bond taken from Security Construction Company, a corporation, as principal, and National Surety Company, a corporation, as surety, for the work of grading and surfacing with broken stone and crushed gravel Units One and Two of the Baker-Nelson section of the Old Oregon Trail in Baker County, Oregon, said sums of money having been loaned by said First National Bank to said Neal & Gaskell, and having been by said Neal & Gaskell employeed and used for the purpose of carrying out a portion of said work, sublet by said Security Construction Company to said Neal & Gaskell, and said work under said contract having been completed and accepted by affirmative action of the State of Oreon, less than one year from the date hereof, and to-wit, on the 30th day of January, 1923.

THE FIRST NATIONAL BANK OF BAKER CITY, OREGON,

By Paul E. Pollman
Vice President.

ENDORSED:

File No. 350
Notice of Claim by The First National Bank of Baker City, Oregon, for moneys advanced to Neal & Gaskell, subcontractors of the Security Construction Co., in the sum of $5000.00, together with interest thereon, against the bond taken from the Security Construction Co. as principal and the National Surety Co. as surety, for the work of grading and surfacing Units One and Two of the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

Filed January 19, 1924, SAM A. KOZER, Secretary of State.

January 22, 1924

PP166

National Surety Company,
c/o Robert Whyte, Agent,
325 Corbett Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find copy of notice of claim which has been filed in the office of the Secretary of State against Beal & Caskill, subcontractors under the Security Construction Company who hold our contract No. 525 for the grading and surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County.

This notice is being sent to you at the request of the Secretary of State as you appear as surety on the bond furnished by the Security Construction Company.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

1 Encl.

PR 66

January 22, 1924.

Security Construction Company,
La Grande, Oregon.

Gentlemen:

Enclosed herewith please find notice of claim which has been filed in the office of the Secretary of State by the First National Bank of Baker, covering monies advanced to Neal & Gaskill who are your sub-contractors in connection with your contract for the grading and surfacing of the Baker-Nelson section of the Old Oregon Trail.

This copy is being mailed to you at the request of the Secretary of State.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

NBG:LM

1 Encl.

#525-104

OP-66

January 17th, 1924.

Sam Kozer, Esq.,

Secretary of State,

Salem, Ore.

Dear Sir:

Enclosed please find notice of claim of First National Bank of Baker, Oregon, vs. the surety bond written by National Surety Company behind the contract of April 14th, 1922 , between the State Highway Commission and the Security Construction Company. You will note that this claim covers an amount of $5,000.00 with interest from several different dates and you are advised that it is presented and filed pursuant to Section 2991 Oregon Laws.

For the information of the National Surety Company and the State Highway Commission we are sending to each a copy of this letter.

Will you kindly acknowledge receipt, advising that notice has been received and filed as contemplated by the statute.

BH:FHM
enc.

Yours very truly,

NICHOLS, HALLOCK & DONALD,

By Blaine Hallock

NOTED
H. S. GLAISYER

RECEIVED
JAN 7 1924

La Grande, Oregon,
January 5, 1924.

1 PD
Gossett Claim.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention:
Mr. Carl F. Smith.

Dear Sir:

This in answer to your request for information in regard to W. A. Gossett of Baker, who has assigned to the Citizens National Bank a certain claim he has against the Highway Commission.

Mr. Gossett was sub-contractor under the Security Construction Company, who held the contract for grading and surfacing the Baker - Nelson section of the Old Oregon Trail in Baker county. In compiling the final estimate there were certain small increments of yardage overlooked, together with certain quantities of rip rap and rubble masonry, that were due Mr. Gossett. In company with Mr. Ruby, Chairman of the Commission, I checked over the work very thoroughly and listed those items for which he was entitled to receive payment. I addressed a letter to him on December 1, 1923, on his request that he have a record of this yardage.

The extensions were made on the basis of his unit prices as sub-contractor under the Security Construction Company with the exception of the price for backfilling, which in reality should have been a force account item but on account of lack of proper information could not be so handled. This was fully explained in my letters of December 12th and 27th to Mr. Probert.

1 PD-- Gossett Claim-- Carl F. Smith-- 2--

I explained to Mr. Gossett that this letter was simply a memorandum of the amount due him and that the matter would have to be presented to the Highway Commission for consideration. And furthermore, I explained to him that there might be some difficulty in making payment to him direct, and that it was possible that it might have to be handled through the ~~Inland~~ Security Construction Company. I was surprized to hear that he had filed my letter to him as an assignment for his claim.

I would suggest that you take the matter up with Mr. Ruby and Mr. Klein. Mr. Ruby is personally acquainted with the situation and will advise you fully in the matter.

As far as I am concerned I simply presented the matter to Mr. Klein with the recommendation that the bill be paid.

Very truly yours,

RHB V

Division Engineer.

cc Mr. Wm. Ruby, Chairman Highway Commission.
cc Mr. Roy A. Klein, State Highway Engineer.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

PR#66

La Grande, Oregon.
December 27, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert

Dear Sir:

Replying to your communication of the 15th relative to payment for certain work performed by Mr. W. A. Gossett who was working as a sub-contractor for the Security Construction Company on the Baker-Nelson section.

Mr. Gossett advised me at various times there had been considerable ill feeling existing between him and the Security Construction Company and he had a very hard time in making settlement with them and he is very much against our turning the money over to the Security Construction Company on account of the difficulty he will probably encounter in securing his portion.

In view of these circumstances I would suggest that if possible a claim be allowed for extra work done, separate and apart from the contract held by the Security Construction Company and payment passed on the figures I submitted in my letter of December 12th, making payment to Mr. Gossett direct in the form of a voucher for work performed, as we handle any invoice for labor or material.

In connection with your statement regarding head wall excavation in which you state it would have to be paid for as common, intermediate or solid rock excavation, will advise that the culvert excavation which I listed was classified as intermediate whereas the headwall excavation, based on classification basis, was common. Due to the particular conditions under which the head wall excavation was made as explained in my letter of December 12th, I believe extra compensation should be made Mr. Gossett by reason of extra expense which he incurred in this work. As you suggest, it should be handled on a force account basis but Mr. Gossett does not have an accurate record of his time and any payment based upon a force account basis could not be made. However, Mr. Gossett kept a rough check of the number of hours he put on this class of work and arrived at his price of $1.00 per cubic yard in covering his loss but he

OREGON STATE HIGHWAY COMMISSION

STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

does not have specific dates or names from which we could make an authentic force account payroll, accordingly I believe from my observation from the class of work and probable cost thereof that $1.00 per cubic yard is approximately correct.

If you consider that it would be violating legal procedure by this settlement and you could not consider this method of adjustment, I would recommend that you use as a basis of settlement the plan suggested in your last paragraph of your letter of December 15th. However, before doing so, I would suggest that you talk the matter over with Mr. Duby, Chairman of the Highway Commission who is personally acquainted with all the instances in connection with this matter. In any event I would appreciate anything you may do to expedite this matter as Mr. Gossett has been waiting a long time and is entitled to get his money.

Yours very respectfully,

R. H. Baldock,
Division Engineer.

RHB M

Consent of Surety Construction Co. to payment direct to Gossett, given under date of Jan. 9, 1924. Voucher in favor of Gossett drawn for Jan. 12 - 14 $1.
Consent filed with original copy of Contract.

PR #L6

December 15th, 1923.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to your letter of December 12th, in regard to payment for certain work performed by W. A. Gossett, while working as a sub-contractor for the Security Construction Company on the Baker-Nelson Section.

As the work involved was performed under the Security Construction Company's contract, payment for same can properly be made only to that company. It is quite possible, of course, that if we should pay Gossett direct, we would hear no more of the matter, and the State would be saved the difference between the amount of Gossett's claim and the amount which the quantities of work involved would figure at the Security Company's contract prices, which difference would probably be about $20.00. However, the handling of the matter in this manner would be irregular, and quite contrary to the policy which we have always followed in dealing with matters of this kind.

We believe, therefore, that the quantities involved should be added where they belong in the final estimate to the Security Construction Company, and that Mr. Gossett should be advised to look to that company for such amounts as may be due him. In this connection I might add, that final payment has not yet been made to the Security Construction Company, $2,000 being held pending settlement of the controversy in regard to payment for the cattle passes built for the County.

If you consider that we should protect Mr. Gossett in his settlement with the Security Construction Company, we can insist upon a settlement with him, as a condition to the releasing of final payment to the Security Construction Company. We do not do this as a regular thing, but we have done it in a few cases where the legitimacy of the claim against the contractor could not be disputed.

As our contract with the Security Construction Company provides that headwall and culvert excavation be paid for at the same unit prices as roadbed excavation, it will be necessary that the additional quantities of headwall and culvert excavation claimed by Cossett be classified as common, intermediate or solid rock, or that it be paid for as extra work if the conditions were such as to call for payment on that basis. Please advise us in this regard.

If the manner which we have outlined above for the making of payment for the additional quantities claimed by Cossett does not meet with your approval, we will be glad to give further consideration to your recommendations.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

SHP:TW
CC. Mr. William Duby, Baker, Oregon.

Estimate of quantities and amounts:

115.1	cu. yds.	headwall excavation	@ 1.00	115.10
77.8	" "	culvert "	@ .30	23.34
15.47	" "	rip rap	@ 2.00	30.94
2.17	" "	rubble masonry	@ 8.00	17.36
			Total --------	$186.74

Con. - .23
Int - .38
S.R. - .98
Rip Rap - 3.00
Rubble Ma. - 10.00

Claim vouchered on Jan. 12, 1924
Paid.

pany, who held contract for grading and surfacing the Baker - Nelson section of the Old Oregon Trail in Baker county, spoke to Judge Duby in regard to certain quantities of rip rap and excavation which he stated had not been allowed.

Judge Duby asked me to go over the work with him, and examination disclosed that there were small amounts of quantities on each of the above items in various places which had been overlooked, and for which Mr. Gossett had received no recompense. I am inclosing the notes for the measurements for items involving rip rap, rubble masonry and culvert excavation, as performed by Mr. Gossett. These quantities are in addition to those shown on the final estimate for this job.

Taking up each item in detail will state that the rubble masonry was for certain culvert headwalls that he made larger than the standard and for a stone arch that he constructed at the end of a pipe that was too short.

OREGON STATE HIGHWAY COMMISSION
SALEM

PR #66

La Grande, Oregon,
December 12, 1923.

1 PD
W. A. Gossett Claim.

DEC 14 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Sometime ago Mr. W. A. Gossett, sub-contractor under the Security Construction Company, who held contract for grading and surfacing the Baker - Nelson section of the Old Oregon Trail in Baker county, spoke to Judge Duby in regard to certain quantities of rip rap and excavation which he stated had not been allowed.

Judge Duby asked me to go over the work with him, and examination disclosed that there were small amounts of quantities on each of the above items in various places which had been overlooked, and for which Mr. Gossett had received no recompense. I am inclosing the notes for the measurements for items involving rip rap, rubble masonry and culvert excavation, as performed by Mr. Gossett. These quantities are in addition to those shown on the final estimate for this job.

Taking up each item in detail will state that the rubble masonry was for certain culvert headwalls that he made larger than the standard and for a stone arch that he constructed at the end of a pipe that was too short.

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

1 PD-- Gossett Claim-- Mr. Klein-- 2--

The culvert excavation was for a few yards or fractions thereof here and there which evidently escaped notice on the remeasurement work.

The headwall excavation was performed under the following conditions: The pipes were all put in before the fills were made and this necessitated the digging out of the fills to install the headwalls. This was not much of a job when the pipes were the requisite length for the fills and he was not allowed headwall excavation under these circumstances, but in many instances the fills were widened, in some places six or eight feet, which made the cost of excavation for placing the headwalls very expensive as the dirt had to be shored up pending the construction of the head walls. Inas much as the pipes in these instances were of insufficient lengths it would not seem to me that the contractor should be penalized for doing the work. The excavation put in the fills was of material benefit to the road.

Regarding the rip rap, the major portion of this was used for hand placed slopes to retain the fills above the headwalls in those places where the pipes were too short; rip rap was also placed to retain slope fills coming around the ends of head walls in certain instances.

Mr. Gossett, in submitting his claim, stated that he would be willing to accept his contract prices for intermediate excavation, rip rap and rubble masonry, which were Ø.30, 2.00 and 8.00 respectively, but considered he was entitled to 1.00 per cubic yard for headwall excavation.

I am inclosing a tabulation of this claim based on the quantities as measured and prices he submitted. I believe the claim is just

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

1 PD-- Gossett Claim-- Mr. Klein-- 3--

and should be allowed. However, Judge Duby, who was present, should be consulted, and I would further suggest that Mr. Devers be interviewed with regard to the method of settlement. The Security Construction Company might logically claim they were entitled to their prices on these various items, on which they had a profit, and which might involve litigation.

Very truly yours,

R H Baldock

Division Engineer.

RHB V

cc Judge Duby.

ANSWERED
S. H. Probert

November 22, 1926

Griffith
Agents,
Electri
Portland

Baker - Nelson Section

Gentlem

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Page 1

Line Date 10-10-23 Party

Project

Form No. 58-B.

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35+	3x3x	0.7	2x1x16	2.4		
50+					2x1x1	.15
4			2x1x4	0.3	1x4x3	.44
					6x1x1	.44
			3x1x		2x1x	.15
					1x3x1	.11
134+10	2x1x6	.3				
14?+?5	5x4x	1.8				
172+??		Spread				
250	6 10	6				
281	4 8	3.5				
307+40	4 6	2.6		3.5	6x1.5x1	.53
465+75	7 8 10	10.4	7 8 6		6x1x1	.44
490+75			5 6 7	3.9		
497+50	4 5 6	2 11				
500+35	5 8	5.9 11	7 8	10.4		
507+60	4 8	5.3 11			2x1x6	.44
537+25						
677+	6 8	8.7 11	8 10	17.8		
681+35					8x1x1	1.80
698+25					7x1x1	0.5?
					5x6x1.5	1.66
715+60					4x1x1	.15

CY	Rip Rap	CY			
	1x3x1	.11			
.53					
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ber 22, 1925

R 66

nst. requesting informa-
Section of the Old Oregon
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this matter is cleared.

Engineer.

Page ~

Line Date 10-15-13 Party [illegible]

Project [illegible]

Form No. 58-B

Sta.	Exc. Lt.	cy	Exc. Rt.	cy	Pip Rep Lt	cy	Pip Rep Rt	cy	Rock Masonry	cy
84 D									Walls & floor 12 thick. Length 44	

November 28, 1928

10-15 Party

								1	
								1.58	pipe
							1		
							.66		
	culvert	Exc					.5		
							.89		

November 28, 1923

P R 66

Griffith, Leiter & Allen,
Agents, National Surety Company,
Electric Building,
Portland, Oregon.

Gentlemen:

In reply to your letter of the 21st inst. requesting information concerning the status of the Baker-Nelson Section of the Old Oregon Trail, the contract for the construction of which was awarded to the Security Construction Company, please be advised that this work was completed on January 30, 1923.

It is our practice to consider the date of completion as the date of acceptance by the State Highway Department. The final payment has not yet been made to the Security Construction Company and will not be made until certain matters in connection with the construction of cattle passes by the county for the county court has been cleared up.

We are retaining a sum of $2000 until this matter is cleared.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HEG:LM

...and until certain matters
... with the contractor of cattle passes
... the contractor for the County has been cleared
up.

RLD

23

Dear Sirs:-

Will you please advise us of the date when the Baker-Nelson section of the Old Oregon Trail Highway in Baker County, for which section the Security Construction Company of LaGrande, Oregon, was the contractor, was accepted by the State of Oregon and also give us the date of final payment.

Thanking you, we are,

Yours very truly,

GRIFFITH, LEITH & ALLEN,

By O. G. Barry

AGB:D

ANSWERED
H. B. G.

WORLDS LARGEST SURETY COMPANY

...ND MORE PEOPLE THAN ANY O... ...OMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10.000.000.00

New York.

GRIFFITH, LEITER & ALLEN
GENERAL ATTORNEYS FOR OREGON
ELECTRIC BUILDING

PORTLAND, OREGON

November 21, 1923.

RECEIVED
NOV 22 1923

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:-

Will you please advise us of the date when the Baker-Nelson section of the Old Oregon Trail Highway in Baker County, for which section the Security Construction Company of LaGrande, Oregon, was the contractor, was accepted by the State of Oregon and also give us the date of final payment.

Thanking you, we are,

Yours very truly,

GRIFFITH, LEITER & ALLEN,

By A. G. Barry

#525 - ...
...to Jan. 30-1923
...
...
#253 ...

AGB:D

ANSWERED
H. B. G.

Security Construction Company

La Grande, Oregon Nov 16th. 1923 192

Contract #525
1 B D
AR26

Sam A Kozer
Secretary of State
Salem, Oregon:

RECEIVED
NOV 17 1923
STATE

Dear Sir:

This serves to notify you that a claim submitted by one Albert Hindman against Neal & Gaskill et al dated the 29th day of October, 1923 and filed in your office on the 30th day of October, 1923 in your file No.330 has been fully paid by this Company.

Copy

Yours very truly,
SECURITY CONSTRUCTION CO.
By W C Sturgill
Secretary

WCS:

Filed
Nov 17

RECEIVED

WM. B. JOYCE, CHAIRMAN
RATHBONE, VICE CHAIRMAN
WILLIAM J. GRIFFIN, GENERAL COUNSEL
E. A. ST. JOHN, PRESIDENT

National Surety Company

CAPITAL AND SURPLUS OVER $14,000,000.00

New York:

WORLDS LARGEST SURETY COMPANY

OREGON BRANCH OFFICE
[AUTHORITY LIMITED]
H. C. LEIGH, MANAGER
G. E. THATCHER OFFICE MGR.
523 CORBETT BLDG.

PORTLAND, OREGON

November 5, 1923.

NOV 7 1923

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Referring to your letter of the 2d, we beg to acknowledge receipt of certified copy of claim against Security Construction Company for the furnishing of gravel on the Baker-Nelson Section of the Old Oregon Trail In Baker County, Oregon.

We have referred this matter to our Legal Department, Messrs. Griffith, Leiter and Allen where it will be given prompt attention.

Yours very truly,

H. C. Leigh

D

NOTED

Contract #

1-G.D.

November 8, 1928

PR #66

Mr. Sam A. Koser,
Secretary of State,
B u i l d i n g.

Attention Mr. H. J. Haas, Filing Division.

Dear Sir:

Receipt is acknowledged of your letter of October 30th enclosing herewith certified copy of notice of claim filed by Albert Hinkmann against the Security Construction Company.

Complying with your request we are today mailing one copy to the Security Construction Company and the second copy to the National Surety Company, surety on the bond.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

HDG:LM

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

C. N. LAUGHRIDGE,
DEPUTY SECRETARY

RECEIVED
NOV 2 1923
STATE HIGHWAY COMMISSION

October 30, 1923

State Highway Commission,

Salem, Oregon.

Gentlemen:-

You are hereby notified that there has been filed in this office a notice of claim by Albert Hindman for gravel furnished for the surfacing of the Oregon Trail highway, in Baker County, Oregon, in the sum of $200.00 against the Surety Construction Company and the National Surety Company.

Herewith enclosed please find three certified copies of this notice of claim, being one for your files, one for transmission, if desired, to the Surety Construction Company, and one for the National Surety Company.

Please make formal acknowledgment of the copies, and oblige.

Very truly yours,

FILING DIVISION,

By N. J. Haas

H.

ANSWERED
H. B. G.

United States of America

STATE OF OREGON

I, SAM A. KOZER, Secretary of State of the State of Oregon, and Custodian of the Great Seal thereof,

NOTICE IS HEREBY GIVEN that the undersigned, Albert Hindman has a claim for gravel furnished for the surfacing of the Oregon Trail highway for a distance of about three and one half miles on each side of Durkee, in Baker County, State of Oregon, for the contract price of Two hundred dollars, contracted as follows: That said gravel was originally contracted and sold by this claimant to Neil and Gaskell, sub-contractors of the original contractor, Frank Sturgill, and the said Neil and Gaskell having failed to complete their contract, the same was taken over by the Surety Construction Company for the bonding company, and said gravel was used by said Surety Construction Company for the surfacing of said seven miles of the Oregon Trail highway, and said Surety Construction Company and its surety for the completion of said contract, namely, the National Surety Company, are liable for said claim of Two hundred dollars.

Notice is further given that no part of said claim has been paid to the undersigned claimant.

Dated this 29th day of October, 1923.

ALBERT HINDMAN

Claimant

ENDORSED:

File No. 330

Filed Oct. 30, 1923,
SAM A. KOZER, Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, SAM A. KOZER, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Albert Hindman for gravel furnished for the surfacing of the Oregon Trail highway for a distance of about three and one half miles on each side of Durkee, in Baker County, State of Oregon, in the sum of $200.00 against the Surety Construction Company and the National Surety Company, with the original notice of claim filed in the office of the Secretary of State on October 30, 1923, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with the endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 30th day of October, A. D. 1923.

Sam A. Kozer

Secretary of State.

November 2, 1925

PR66

National Surety Company,
c/o D. E. Corbett, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith is certified copy of claim which has been filed with the Secretary of State by Albert Kinsman against the Security Construction Company, covering the furnishing of gravel for surfacing the Baker-Halfconfection of the Old Oregon Trail in Baker County.

This is being mailed to you as surety on the bond furnished by the Security Construction Company in connection with this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBO:LM
1 Encl.

November 2, 1925

PR 66

Security Construction Company,
La Grande, Oregon.

Gentlemen:

Enclosed herewith please find certified copy of notice of claim which has been filed with the Secretary of State by Albert Hinkman covering the gravel furnished to Neal & Cantrell, sub-contractors under yourselves in connection with the surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County.

This copy is for your files.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
1 Encl.

October 30, 1925

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

For your information will say that we wrote the National Surety Company on the 25th inst., copy of our letter being sent to you.

The National Surety Company have replied, acknowledging receipt of our letter and stating that theyhad referred the matter to their claim department, Messrs. Griffith, Leiter & Allen, Electric Building, Portland, Oregon and they state it will be given due consideration.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBC:LH

WILLIAM J. GRIFFIN, GENERAL COUNSEL

National Surety Company

CAPITAL AND SURPLUS OVER $14,000,000.00

New York.

WORLD'S LARGEST SURETY COMPANY

OREGON BRANCH OFFICE
[AUTHORITY LIMITED]
H. C. LEIGH, MANAGER
G. E. THATCHER OFFICE MGR.
523 CORBETT BLDG.

PORTLAND, OREGON

October 26, 1923.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We acknowledge receipt of your letter of October 25th, 1923, advising that claim has been filed by the First National Bank of Baker against Roscoe Neal and Fred D. Gaskell, sub contractors of the Security Construction Company.

We have referred your letter to our Claim Department, Messrs. Griffith, Leiter and Allen, Electric Building, Portland, Oregon, where we are sure it will be given due consideration.

Yours very truly,

W H Brinker

WHB:D

Assistant Manager

NOTED

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

October 25, 1923

P R 66

National Surety Company,
c/o D. E. Corten, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that we have today received from, Nichols & Hallock, lawyers of Baker, Oregon, a claim against Roscoe Neal and Fred D. Gaskell, sub-contractors under the Security Construction Company who hold the contract for the surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County.

This information is given to you as surety on the bond furnished by the Security Construction Company in connection with this work. The claim is made by these lawyers in behalf of the First National Bank of Baker, whom it appears, loaned money to Neal & Gaskell for carrying on of their sub-contract. The total amount of this claim is $5,000 plus 8% interest.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LH

E. A ST. JOHN, PRESIDENT

WM. B. JOYCE, CHAIRMAN

JO[illegible]RATHBONE, VICE CHAIRMAN

ILLIAM J. GRIFFIN, GENERAL COUNSEL

National Surety Company

CAPITAL AND SURPLUS OVER $14,000,000.00

New York:

OREGON BRANCH OFFICE
[AUTHORITY LIMITED]
H. C. LEIGH, MANAGER
G. E. THATCHER OFFICE MGR.
523 CORBETT BLDG.

PORTLAND, OREGON

October 26, 1923.

P66

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We beg to acknowledge receipt of your letter of October 25th, 1923, advising that you have received a claim against the Security Construction Company from Albert Hindman of Durkee, Oregon in the amount of $200.00 for gravel furnished to the Security Construction Company in connection with the surfacing of the Baker-Nelson Section of the Old Oregon Trail.

We have referred your communication to our Claim Department, Messrs. Griffith, Leiter and Allen, Electric Building, Portland, Oregon, where it will be given due consideration.

Yours very truly,

W H Brunker

WHB:D Z

Assistant Manager

NOTED

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

Entered
Jan. 7.

October 25, 1928

1 PB

PR66

National Surety Company,
c/o D. K. Gerton, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you as surety on the bond furnished by the Security Construction Company for the surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County, that we have today received a claim against the Security Construction Company from Albert Hindman of Durkee, Oregon, in amount $300.00 for gravel furnished to the Security Construction Company in connection withthis work.

We are informed that Mr. Hindman has repeatedly requested payment from the Security Construction Company but all letters have been ignored. We also understand that the matter has been referred to you by Mr. R. B. Graves of Durkee for Mr. Hindman, and he advises that he has not heard from you to date. Will you kindly give this matter your attention and advise us of your findings?

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RKG:LM
cc. Mr. R. B. Graves, Durkee, Oregon.
cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

OREGON STATE HIGHWAY COMMISSION

October 25, 1923

1 PR

PR 66

Mr. E. B. Groves,
Burns, Oregon.

Dear Sir:

Regarding the claim of Mr. Albert Hindman against the Security Construction Company for the supplying of gravel in connection with the surfacing of the Baker-Nelson Section of the Old Oregon Trail, please be advised that we are today notifying the surety on the bond furnished by the Security Construction Company in connection with this work, that this claim has been filed.

The surety in this instance is the National Surety Company, D. E. Corton, Corbett Building, Portland, Oregon, agents. If you do not hear favorable from this company within a reasonable length of time, would suggest that you turn the matter over to Mr. Hindman's attorney for action as provided by law. Would also suggest that you file the claim with the Secretary of State in accordance with the provisions of Section 8991, Laws of Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

...ND ...CORVALLIS } COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
October 19, 1923.

RECEIVED
OCT 22 1923
STATE ...

1 PB
Claim of Albert Hindman.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Glaisyer.

Dear Sir:

Herewith letters from E. B. Graves of Durkee, Oregon, which are self explanatory. I wrote Mr. Graves to advise Mr. Hindman to file a claim with the surety for the Security Construction Company. Mr. Graves states he has not received a reply from the surety company. In view of the fact that the bond only holds one year from the completion of the contract Mr. Graves is anxious to know the procedure to take.

In my opinion we might hasten matters by you advising the National Surety Company that a claim has been filed, in accordance with your letter of October 5th regarding claim of Mr. Latture on the Island City - Elgin job.

Please advise in this regard and return letters for our files.

Very truly yours,

R. H. Baldock

RHB V

Division Engineer.

cc Mr. E. B. Graves, Durkee, Oregon.

ANSWERED
H B G.

La Grande, Oregon,
October 19, 1923.

1 PB-
Claim of Albert Hindman.

RECEIVED
OCT 22 1923
OREGON

Mr. E. B. Graves,
Durkee, Oregon.

Dear Sir:

I am inclosing carbon copy of a letter to Mr. Klein in regard to claim of Mr. Hindmon against the Security Construction Company.

In the event that the Surety company fail to acknowledge receipt of your claim after being notified by Mr. Klein, I would suggest that you place the matter in the hands of Mr. Hindman's attorney.

Very truly yours,

R. H. Baldock

Division Engineer.

RHB V

cc Mr. Roy A. Klein, State Highway Engineer.

October 30, 1923.

Mr. R. E. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Enclosed herewith please find two letters from Mr. E. B. Groves of Durkee, Oregon, regarding the claim of Mr. Albert Hindman which letters you requested that we return to you as soon as we were through with them.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBC:LM

Encls.

October 25, 1923.

P R 66

Nichols & Mallock,
Attorneys at Law,
201-2-3-4-5 Sommer Building,
Baker, Oregon.

Gentlemen:

Complying with your request of the 23rd inst. we are mailing to you herewith certified copy of contract and bond between the State of Oregon and the Security Construction Company covering the surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County.

For your information please be advised that we are today notifying the National Surety Company, surety on the bond furnished by the Security Construction Company in connection with this work, that your claim has been filed with this Department. Mr. D. E. Gerlem is the agent of this surety company, with offices in the Corbett Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

HEG:LM

JAMES H. NICHOLS

LAW OFFICES OF
NICHOLS & HALLOCK
201-2 3-4-5 SOMMER BLDG.
BAKER, OREGON

BLAINE HALLOCK

RECEIVED
OCT 25 1923

October 23rd, 1923.

State Highway Commission,

Salem, Ore.

Gentlemen:

We are enclosing herewith affidavit of O.H.P. McLeod , Cashier of the First National Bank of this City, which affidavit is made in behalf of said bank and is for the purpose of securing a copy of contract bond between the State of Oregon and Security Construction Company, which contract is of date April 14th, 1922. Will you be good enough to forward to us as attorneys for the bank, copy of this contract and bond at your earliest convenience? This application is made under the provisions of Sec. 2991 of Olson's Oregon Laws.

Thanking you, we are,

JHN:FHM
enc.

Very truly yours,

NICHOLS, HALLOCK & DONALD,

By- James H. Nichols

National Surety Co
W E Gorton
Contractors

ANSWERED
H. B. G.

STATE OF OREGON,)
) SS. -A F F I D A V I T-
County of Baker.)

I, O.H.P. McLeod , being first duly sworn, depose and say that I am the Cashier of the First National Bank of Baker City, a corporation, engaged in the general banking business, with its principal office and place of business in the City of Baker, County of Baker and State of Oregon, and that I make this affidavit for and in behalf of said banking corporation; that on, to-wit, the 2nd day of June, 1922, said First National Bank of Baker City loaned to Roscoe Neal and Fred D. Gaskell, for the use and benefit of the co-partnership of Neal & Gaskell, the sum of Three Thousand Dollars, which said sum said individuals and said partnership promised and agreed to repay to said bank on demand, with interest thereon at the rate of eight percent per annum from the 2nd day of June, 1922, until paid; that on the 5th day of July, 1922, said First National Bank of Baker City loaned to said individuals and to said partnership the further sum of One Thousand Dollars, which sum said individuals and said partnership promised and agreed to repay to said bank on demand, with interest thereon at the rate of eight percent per annum from July 5th, 1922, until paid; that on, to-wit, the 31st day of July, 1922, said First National Bank of Baker City, Oregon, loaned to said individuals and the said partnership the further sum of One Thousand Dollars, which said sum said individuals and said partnership promised and agreed to repay to plaintiff on demand, with interest thereon at the rate of eight percent per annum from the 31st day of July, 1922, until paid. That said items of indebtedness were each evidenced by the personal notes of the individuals above named, that each and all of said sums of money were furnished for and were used in the prosecution of the construction work on what is known as the Baker-Nelson section of the Old Oregon Trail in Baker County, Oregon, between

station 1005+00 and station 1425+50 and that the said makers of said promissory notes were sub-contractors under the Security Construction Company, a corporation, which latter company was under contract for the construction of said highway with the State of Oregon; that no part of said sums above set forth, either of principal or interest, have been paid.

W. W. McCord

Subscribed and sworn to before me this 20th day of October, A.D. 1923.

Notary Public for Oregon.

My commission expires: 12/5/23

CLASS OF SERVICE DESIRED

Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form

Receiver's No.
Check
Time Filed

P1166

Send the following message, subject to the terms on back hereof, which are hereby agreed to

OCTOBER 23, 1923

NICHOLS, PALLOCK & DONALD,
BAKER, OREGON.

BAKER NELSON SECTION COMPLETED AND ACCEPTED JANUARY THIRTY LAST HOWEVER

FINAL PAYMENT NOT YET MADE

ROY A. KLEIN.

COLLECT

HSG:EM
Encl.

Contract #525
Baker County

October 12, 1925.

Nichols, Hallock & Donald,
Attorneys at Law,
Suite 201, Bonner Bldg.,
Baker, Oregon.

BR #66

Attention Mr. James T. Donald.

Gentlemen:

Receipt is acknowledged of your letter of the 10th inst. enclosing affidavit of F. C. Oxman against Neal & Gaskill, sub-contractors under the Security ConstructionCompany, who hold contract for the surfacing of the Baker-Nelson Section of the Old Oregon Trail.

Complying with your request we are mailing you herewith certified copy of the contract and bond.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:EM
Encl.

Contract #525
Baker County

1

JAMES H. NICHOLS
BLAINE HALLOCK
JAMES T. DONALD

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

October 10th, 1923.

RECEIVED
OCT 12 1923
STATE ..

State Highway Commission,
Salem, Oregon.

Gentlemen:

In accordance with Section 2991 of the Code we are forwarding herewith affidavit of F. C. Oxman, one of the co-partners of Oxman and Harrington, who furnished supplies to Neal and Gaskell sub-contractors of Security Construction Company, for part of the Baker-Nelson Section of the Old Oregon Trail, State Highway work. We ask that certified copy of the contract with the Security Construction Company for said work and copy of bond be forwarded to this office at your earliest convenience.

JTD:K

Yours very truly,
NICHOLS, HALLOCK & DONALD,

By- James T. Donald

Nat Sur. Co.
Ill Gaston
Contracting

RECEIVED
OCT 12 1923
OF
STATE

STATE OF OREGON)
) SS
COUNTY OF BAKER)

I, F. C. Oxman, being first duly sworn depose and say: that I am one of the partners in that certain partnership known as Oxman & Harrington, that supplies for the prosecution of construction work on the Baker-Nelson Section of the Old Oregon Trail in Baker County Oregon, between Stations 1005 plus 00 to Station 1425 plus 50 have been furnished Roscoe Neal and Fred D. Gaskell co-partners doing business as Neal and Gaskell Sub-contractors under Security Construction Company, a corporation, contractors, and payment for the same in the amount of approximately Twenty-three Hundred Dollars ($2300.00) has not been

RECEIVED
OCT 12 1923
STATE ... SECTION

STATE OF OREGON)
) SS
COUNTY OF BAKER)

I, F. C. Oxman, being first duly sworn depose and say: that I am one of the partners in that certain partnership known as Oxman & Harrington, that supplies for the prosecution of construction work on the Baker-Nelson Section of the Old Oregon Trail in Baker County Oregon, between Stations 1005 plus 00 to Station 1425 plus 50 have been furnished Roscoe Neal and Fred D. Gaskell co-partners doing business as Neal and Gaskell sub-contractors under Security Construction Company, a corporation, contractors, and payment for the same in the amount of approximately Twenty-three Hundred Dollars ($2300.00) has not been made.

F. C. Oxman

Subscribed and sworn to before me this 10th day of October 1923.

James O'Donald
Notary Public for Oregon.

My commission expires Nov 12, 1926

October 12, 1923.

National Surety Company,
c/o D. E. Gorton, Agent,
Portland, Oregon.

PR #66

Gentlemen:

This letter is to advise you as surety, that we have today received from Mr. James T. Donald of the law firm of Nichols, Mallock & Donald, Affidavit of F. C. Gannon against Neal & Gammell, sub-contractors under the Security Construction Company for surfacing the Baker-Nelson Section of the Old Oregon Trail.

This information is given you as surety on the bond furnished by the Security Construction Company on this work. The amount of Mr. Gannon's claim is $8,300.00.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RBG:LM

September 22, 1933.

GR 66

Clyde Equipment Company,
17th & Thurman Streets,
Portland, Oregon.

Attention Mr. W. J. Coleman,
Credit Mgr.

Gentlemen:

Receipt is acknowledged of carbon copy of your claim against the Security Construction Company, the original of which was sent to Mr. Sam. A. Kozer, Secretary of State, for materials furnished in connection with their contract for grading and surfacing the Baker-Nelson Section of the Oregon Trail in Baker County.

We are today advising the National Surety Company, surety on the bond furnished by the Security Construction Company in connection with this work, to the effect that this claim has been filed. We would suggest that you file your claim with them also. Mr. D. E. Gorton, is the local agent for the National Surety Company, Corbett Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

RECEIVED
SEP 22 1923
State ... Commission

Portland, Oregon, Sept. 20, 1923.

Mr. Sam Kozer,
Secretary of State,
Salem,
Ore.

Notice is hereby given that the undersigned Clyde Equipment Co., a corporation, claimant, has a claim for materials, supplies and provisions and for just debts, dues and demands for $4852.10, as follows:

To supplies, materials and provisions furnished	1041.80
To labor furnished	292.25
To rental of machinery and equipment	2926.39
To express and freight prepaid on same	522.81
To switching charges advanced on same	5.85
To R. R. charges advanced for use of locomotive crane in loading and unloading same	63.00
	$4852.10

H. B. "WEBB"

For which total sum of $4852.10 the undersigned has a claim against the bond taken from the Security Construction Co., as principal and the National Surety Co. as surety for the work of grading and surfacing the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

CLYDE EQUIPMENT CO.
By W. F. Coleman
Credit Manager

Contract No. 525.

Copy to Roy A. Kline,
Scy. State Highway Commission.

Baker-Nelson Section - 26.95 miles of Grading & Surf
National Surety Co. of N.Y. U.S. Testing Agt.
Semi-final ... Corbett Bldg, Portland,

September 22, 1925.

National Surety Company,
c/o D. E. Corton, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you as surety on the bond furnished by the Security Construction Company on their contract for the grading and surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County, that we have today received a claim from the Clyde Equipment Company in amount $4,852.10, against the Security Construction Company for supplies, materials, labor and other charges.

Your record will show that semi-final payment has been made to the contractor on this work. Final payment will no doubt be made within a short time.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBC:LM

United States of America

STATE OF OREGON

Portland, Oregon, Sept. 20, 1923.

Mr. Sam Kozer,
Secretary of State,
Salem,
Ore.

Notice is hereby given that the undersigned Clyde Equipment Co., a corporation, claimant, has a claim for materials, supplies and provisions and for just debts, dues and demands for $4852.10, as follows:

To supplies, materials and provisions furnished	1041.80
To labor furnished	292.25
To rental of machinery and equipment	2926.39
To express and freight prepaid on same	522.81
To switching charges advanced on same	5.85
To R. R. Charges advanced for use of locomotive crane in loading and unloading same	63.00
	$4852.10

for which total sum of $4852.10 the undersigned has a claim against the bond taken from the Security Construction Co., as principal and the National Surety Co. as surety for the work of grading and surfacing the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

CLYDE EQUIPMENT CO.

By W. J. Coleman
Credit Manager

Contract No. 525.

Portland, Oregon, Sept. 20, 1923.

Re PR #66

Mr. Sam Kozer,
Secretary of State,
Salem,
Ore.

Notice is hereby given that the undersigned Clyde Equipment Co., a corporation, claimant, has a claim for materials, supplies and provisions and for just debts, dues and demands for $4852.10, as follows:

To supplies, materials and provisions furnished	1041.60
To labor furnished	292.25
To rental of machinery and equipment	2986.39
To express and freight prepaid on same	522.81
To switching charges advanced on same	5.85
To R. R. Charges advanced for use of locomotive crane in loading and unloading same	49.00
	$4852.10

for which total sum of $4852.10 the undersigned has a claim against the bond taken from the Security Construction Co., as principal and the National Surety Co. as surety for the work of grading and surfacing the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

CLYDE EQUIPMENT CO.

By W. J. Coleman
Credit Manager

Contract No. 525.

Copy to Roy A. Kline,
Sey. State Highway Commission.

ENDORSED:

Filed September 22, 1923
Sam A. Kozer, Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, SAM A. KOZER, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by the Clyde Equipment Co., a corporation, for materials, supplies and provisions and for just debts, dues and demands in the sum of $4852.10 against the bond taken from the Security Construction Co. as principal and the National Surety Co. as surety for the work of grading and surfacing the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon, with the original notice of claim filed in the office of the Secretary of State on September 22, 1923, and that the same is a full true and correct transcript therefrom and the whole thereof, together with the endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 12th day of October, A. D. 1923.

Sam A. Kozer

Secretary of State.

By _____

Deputy.

SAM A. KOZER,
SECRETARY OF STATE

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

C. N. LAUGHRIDGE,
DEPUTY SECRETARY

RECEIVED
OCT 15 1923
OREGON
STATE HIGHWAY COMMISSION

October 12, 1923

State Highway Commission,

Salem, Oregon.

Gentlemen:-

You are hereby notified that there has been filed in this office a notice of claim by the Clyde Equipment Co., a corporation, for materials, supply and provisions and for just debts, dues and demands in the sum of $4852.10 against the bond taken from the Security Construction Co. as principal and the National Surety Co. as surety for the work of grading La Grande and surfacing the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

Herewith enclosed please find three certified copies of this notice of claim, being one for your files, one for transmission, if desired, to the above contractor, and one for the bondsmen.

Please make formal acknowledgment of the copies, and oblige.

Very truly yours,

FILING DIVISION,

H. By M. J. Isaac

October 21, 1925

Hon. Sam A. Koser
Secretary of State
Attention, K. J. Haas

Dear Sir:

This is to acknowledge receipt of your communication of October 21, 1925, also three certified copies of the notice of claim filed by the Clyde Equipment Company, which claim is for the sum of $4852.10, and is made against the Security Construction Company.

I have this day mailed a certified copy of said claim to the National Surety Company, and one to the Security Construction Company, and have filed one copy with the records and files of the Highway Commission.

For your further information, I enclose herewith a copy of my letter to the claimant, likewise a copy of my letters to the surety company and to the Security Construction Company.

Very truly yours,

Assistant Attorney-General.

JM:D:AB

October 21, 1925

Clyde Equipment Company
555 Thurman Street
Portland, Oregon

Gentlemen:

This is to advise you that the Secretary of State has filed with the State Highway Commission a certified copy of a notice of claim filed with the Secretary of State by you, which said notice of claim sets forth that there is due you from the Security Construction Company, the sum of $4852.10, for work, labor and materials furnished the said Security Construction Co. in the grading and surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

The notice of claim has been filed by the Highway Commission with the other papers and files relative to the job involved.

You are further advised that a certified copy of said claim has likewise been mailed to the Security Construction Company and to the National Surety Company, which is surety on the bond furnished in connection with the contract covering the work in controversy.

I presume that the notice of claim filed by the Secretary of State was filed for the purpose of satisfying the provision of the statutes of this State, which authorizes an action against the surety company for the recovery of money due for labor, services or material furnished in connection with a public contract of the nature of the one existing between the Security Construction Company and the State of Oregon, and that other than receiving and filing the notice of claim there is no responsibility or duty imposed upon the State Highway Commission.

Very truly yours,

Assistant Attorney-General.

October 2, 1925

National Surety Company
Corbett Bldg.
Portland, Oregon

Gentlemen:

It appears that there has been filed with the Secretary of State a notice of claim by the Clyde Equipment Co. against the Security Construction Company, for the sum of $4852.10, for work, labor and materials furnished in connection with work on the grading and surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

Three certified copies of said notice of claim have been filed by the Secretary of State with the Highway Commission, one of which certified copies I herewith hand you for your information and guidance. This certified copy is being mailed to you as surety on the bond furnished by the Security Construction Company. I am likewise this day mailing a similar copy to the Security Construction Company.

Please give this matter such attention as it merits, and as the interests of your Company may dictate.

Very truly yours,

Assistant Attorney-General.

JK:DLAB

October 21, 1925

Security Construction Company
LaGrande
Oregon

Gentlemen:

It appears that there has been filed with the Secretary of State by the Clyde Equipment Company, a notice of claim in the sum of $4852.10, against you, for work, labor and services furnished in connection with the work of grading and surfacing the Baker-Nelson Section of the Old Oregon Trail in Baker County, Oregon.

Three certified copies of such notice of claim have been filed with the State Highway Commission by the Secretary of State, and I herewith hand you one of the said certified copies for your information and guidance.

Will you please give this matter the attention it merits, and advise the State Highway Commission with respect to whatever disposition you intend to make of the claim.

Very truly yours,

Assistant Attorney-General

JMD:EB

ATTORNEY STATE LAND BOARD
UNION COUNTY

H. E. DIXON
ATTORNEY-AT-LAW
ROOMS 20-23
FOLEY OFFICE BUILDING
LA GRANDE. - OREGON

REFEREE IN BANKRUPTCY

August 29,1923.

RECEIVED
AUG 30 1923
OF
STATE

State Highway Commission,
Salem,Oregon.

In re Baker-Nelson Section Old Oregon Trail.

Gentlemen:

I have filed an action against Neal & Gaskell,sub-contractors under Security Construction Company, and also the said Security Construction Company and their bondsmen, for recovery for repairs upon trucks used by Neal & Gaskell in grading the said highway. The Security Construction Company and the bonding company have filed a demurrer setting forth among other things that our complaint does not set forth the original contract between the State Highway Commission and the Security Construction Company. Would it be possible for us to obtain a copy of this contract for use in connection with the said case.

Also in this matter I would like to know whether or not you have any rules or similar cases pending or decisions to which you would refer us as to the liability under the contract and bond with the State for truck repairs, in doing the grading and hauling on this job and without such repair they would have been unable to do the work as the trucks had to be put in running condition and kept in that condition in order for them to continue with the job. Therefore if you have any suggestions or rules covering the matter that might be of any assistance we would greatly appreciate it if you would so advise.

Very truly yours,

HED:ML

H.E.D 8/31

NOTED
H. B. GLAISYER

H. E. Dixon
Attorney at Law
LaGrande, Oregon

Dear Sir:

Your letter of the 29th, addressed to the State Highway Commission, wherein you request a copy of the contract with the Security Construction Company, has been handed to me for reply. I am advised by one of the assistants in the office of the Highway Department that a certified copy of the agreement has been prepared and sent to you under separate cover.

In answer to your inquiry as to whether or not services for the repair of trucks used on the job are protected by the bond required by the State, I wish to say that in my opinion and in my judgment such services are amply protected by the bond, particularly the form of bond required and employed by the State Highway Commission in conjunction with its contracts for highway construction.

I think you will find such advice as you are seeking in the following cases:

Clatsop County ex rel vs. Feldschau, 101 Or. 369;
Portland vs. New England Casualty Co. 78 Or. 195
Portland vs. New England Casualty Co. 96 Or. 48
Aetna Casualty & Surety Company vs. Skagit County et al., 207 Pac. 237.

There are many other decisions along this same line, but these I think will perhaps be sufficient for your purpose.

Very truly yours,

Assistant Attorney-General.

NOTED
H. E. GLAISYER

JMD:EB

CONTRACT # 525,

PR 66 Baker-Nelson 1922

525 Folder # 1

July 21, 1925

Mr. L. E. O'Neill,
Attorney at Law,
505 W. B. Rust Building,
Tacoma, Washington.

PRH 6.6.

Dear Sir:

In reply to your letter of the 19th inst. making inquiry as to whether or not final payment has been made by this Department to the Security Construction Company in connection with their contract for surfacing the Baker-Nelson Section of the Old Oregon Trail, will say that this work was completed on January 30, 1923. However, final payment has not yet been made.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

MBG:LM

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD CONNECTICUT
MORGAN B. BRAINARD, PRESIDENT.

L. E. O'NEILL, ATTORNEY.
505 W. R. RUST BUILDING.

TACOMA, WASH.,

July 19th, 1923.

State Highway Engineer
SALEM, Oregon

Dear Sir:

Will you please let me know whether the Baker-Nelson Section of the Old Oregon Trail which was under contract last summer to the Security Construction Co. at LaGrande and which I believe was completed the first part of this year, has been accepted by the State?

If this work has been accepted will you please let me know the date of acceptance?

Thanking you, I remain

Yours very truly,

L. E. O'Neill

LEO:GB

Finished from - 30. 1923
Final settlement with the County.
This is contract #525
Baker-Nelson Section - Surfacing.

ANSWERED
H. B. G.

June 16, 1925

pp 24/66

Union Pacific System,
Portland, Oregon.

Attention Mr. Arthur C. Spencer,
General Attorney.

Gentlemen:

In reply to your letter of the 15th inst. regarding the claim that you hold against Neal & Caskell, contractors on highway work, will say that while we have no particular interest in the agreements between the contractors and the subcontractors, our records show that this company held a subcontract under the Security Construction Company for grading and surfacing the Baker-Nelson Section in Union County, our contract No. 525.

All of our dealings are with the Security Construction Company and our records show that we still have a retained percentage of $2000 which has not yet been paid. The National Surety Company are the surety on the bond furnished by the Security Construction Company, for this work, D. E. Gorton, Corbett Building, Portland, Oregon, agent.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

MMG:EM

Form 3530-A

STANDARD
11-22-5000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
THE SAN FRANCISCO AND PORTLAND STEAMSHIP COMPANY

ARTHUR C. SPENCER,
GENERAL ATTORNEY

CHARLES E. COCHRAN,
ASSISTANT GENERAL ATTORNEY

JOHN F. REILLY,
W. A. ROBBINS,
A. A. MURPHY,
ATTORNEYS

PORTLAND, OREGON,

June 15th '23

RECEIVED
JUN 16 1923

State Highway Commission,

Salem, Oregon.

Gentlemen:

This company has a bill against Neal & Gaskell for the value of some lumber belonging to this company taken by Neal & Gaskell forces while engaged in highway construction near Durkee last July.

The amount of the bill is $4.06 and the contractors have verbally advised that they will pay same, but repeated efforts to secure payment have been unsuccessful. Will you please take up with contractors and endeavor to have them make this payment?

If they do not take care of the bill at an early date we will wish to file notice of lien covering the matter, and to that end would appreciate advice as to whether final payment has been made on their contract, and if so, when?

Yours very truly,

A. C. Spencer

#523
Baker-Nelson Section
Security Const Co
OGE
E W

ANSWERED
H B G

National Surety Co
D. E Ireton Agt Corbett Bldg-Portland Or
Final in amt $2000.00 has not been made

June 15, 1923

Smith Packing Company,
Baker, Oregon.

PR #66

Gentlemen:

Receipt is acknowledged of your letter of the 13th inst. enclosing statement of your claim against the Bergh-Griggs Company for supplies furnished on the Pleasant Valley Section of the Old Oregon Trail.

In reply will say that it is not the practice of this Department to pass on claims of this kind and we are forwarding the same to the surety on the bond which was furnished by the Security Construction Company in connection with their contract. The surety in this instance is the National Surety Company, D. E. Corten, Agent, Corbett Building, Portland, Oregon. We would suggest that you take the matter up further with them.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

File with Cross #483

F-66

SMITH PACKING COMPANY

BAKER, OREGON 6/13/23.

RECEIVED
JUN 1923

State Highway Dept.
Salem, Ore.

Gentlemen:-

We are enclosing herewith statment of an unpaid account of the Bergh-Griggs Co for supplies furnished on the Pleasant Valley Section of the Highway.

We have sent them several statments requesting settlement of the account and so far have had no response from them; will you advise us what action we can take to protect our interests?

This Co were sub contractors under the Security Construction Co of LaGrande Ore.

Appreciating an early reply, we are,

Very truly yours,

SMITH PACKING CO.

Write me any claim

Baker-Nelson Section
$2000. retained - Security has been found
Completed Jan. 31-1923
National Surety Co.
D. E. Norton, agent, Wells Building, Portland

Company who held the contract for the Baker-Nelson Section of the Old Oregon Trail in Baker County.

This claim is being forwarded to you as surety on the bond furnished by the Security Construction Company.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RAK:LM

Encl.

PR#66

June 15, 1923

National Surety Company,
c/o R. K. Corbett, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith is a claim which has been filed by the Smith Packing Company of Baker, Oregon, against the Bergh-Griggs Company, subcontractors under the Security Construction Company who held the contract for the Baker-Nelson Section of the Old Oregon Trail in Baker County.

This claim is being forwarded to you as surety on the bond furnished by the Security Construction Company.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

[illegible]
l.

May 19, 1925.

National Surety Company.
D. E. Gorton, Agent.
Corbett Building.
Portland, Oregon.

PR#66

Gentlemen:

This letter is to advise you that it is the intention of the Oregon State Highway Commission to make semi-final payment to the Security Construction Company, on Contract No. 525, for 25.96 miles of grading and surfacing on the Baker-Nelson Section of the Old Oregon Trail in Baker County.

This payment will be made on or after May 29th 1925.

Very truly yours,

HOK AS KLEIN,

State Highway Engineer.

By

Chief Clerk.

RMF.

The Security Construction Company,
La Grande, Oregon.

May 10th, 1923.

PR #66

Attention W. C. Sturgill

Dear Sir:

Receipt is acknowledged of your letter of May 5th, requesting information in regard to your final estimates in connection with work on the Baker-Nelson Section, and on the Base Line-Shutler Section.

We are today preparing a semi-final estimate voucher in connection with the Baker-Nelson Section, upon which we are allowing you all but $2,000.00 of the amount earned, as shown by the final estimate prepared by Mr. Baldock, and checked in this office. We are retaining $2,000.00 in connection with this work pending a further investigation of what appears to us to be an over estimate of certain quantities.

We are advised by Mr. Campbell that he is not yet ready to make his final recommendation with regard to the amount to be deducted for tractor parts, from the amounts remaining due you in connection with the Base Line-Shutler work. As soon as we have Mr. Campbell's recommendation, the final voucher in connection with this work will be prepared.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

SHR:HR

Security Construction Company

La Grande, Oregon

May 5th. 1923

Oregon State Highway Commission
Salem, Oregon.

RECEIVED
MAY 7 1923
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

Mr. R. H. Baldock's office advises that the final estimate on the Baker-Nelson section of the Old Oregon Trail has been forwarded to the Salem Office for your final check on same. As their is considerable sum of money due us yet on this work we feel that any further delay in our getting a settlement on this work is not in accordance with our contract.

We would also like to call your attention to the Base-Line - Shuttler section of the John Day Highway which work we completed on September the 30th. of last year and have not to date been able to get a final on that work. We took the matter up with Mr. Campbell in reference to adjustment on tractor parts and we have been promised a settlement in that respect, so we see no reason why we can not receive an immediate settlement.

Will you kindly advise as to when the above will be forthcoming.

Yours very truly,
SECURITY CONSTRUCTION CO.

WCS:

By W. C. Dargill

May 2, 1923.

-102- PR66

Mr. M. M. Grogan,
Durkee, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 1st instant, filing your claim of $57.80 against Mr. Fred Gaskell of La Grande, Oregon. In reply, will say that Mr. Gaskell appears on our estimates as a member of the firm Neal & Gaskell, who are subcontractors on our contract No. 525 for the construction of the Baker-Nelson Section of the Old Oregon Trail in Baker County.

Matters of claims against subcontractors and contractors should be taken up with the surety for the bond furnished by the contractor, and we would suggest that you file your claim with them. The surety for the contractors, the Security Construction Company, in this instance is the National Surety Company, D. E. Gorton, Agent, Corbett Building, Portland, Oregon.

For your information, will add that the final payment for this work has not yet been made and we do not doubt but your claim will be given proper consideration by the surety company if you take the matter up with them.

Yours very truly,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

HBG:HI

May 8, 1923.

~~101~~ PR 66

National Surety Company,
Corbett Building,
Portland, Oregon.

Attention D. E. Corton, Agent

Gentlemen:

This letter is to advise you, as surety for the Security Construction Company on their contract for construction of the Baker-Nelson Section of the Old Oregon Trail in Baker County, that a claim for $57.50, covering merchandise purchased and for board, has been filed by Mr. M. M. Grogan of Durbee.

Mr. Grogan states that these supplies and services were furnished to a Mr. Fred Gaskell, who appears on our estimates as being a member of the firm of Neal & Gaskell, subcontractors for the Security Construction Company on their contract No. 525.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

HBG:HI

PR#66

April 26, 1923

Clyde Equipment Company,
17th and Thurman Streets,
Portland, Oregon.

Attention Mr. W. J. Coleman, Cashier.

Gentlemen:

We have your letter of the 18th inst. regarding the contract of the Security Construction Company for grading and surfacing the Baker-Nelson Section of the Old Oregon Trail in Baker County, referring particularly to the subcontract of Bergh-Griggs Company.

In reply will say that investigation shows that the Bergh-Griggs Company did surfacing work between station 374 and station 750 and also between station 750 and station 1105. However, we do not know whether this was done as one subcontract or two. The clause in our contract covering the item of subcontractors states that the liability of the contractor will not be set aside when he has sublet his work; in other words, the subcontractor is not recognized by the State Highway Commission.

While the subcontract agreement is supposed to be in writing it is not a requirement that a copy be filed with the Highway Commission unless in certain cases when it seems to the engineer to be to the best interests of the state to do so. In this particular instance no such subcontract agreement has been filed.

We are sorry that we can give you no further information.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

DIRECTORS
CHAS. DEVETTE
SETH MARSHALL
C A LUSTER
C.M.RICE

Clyde Equipment Co.

PORTLAND SEATTLE

CLYDE IRON WORKS
DERRICKS, HOISTING ENGINES
LOGGING MACHINERY

Machinery and Supplies

MARION STEAM SHOVEL CO.
GAS-ELECTRIC-ELECTRIC
AND STEAM SHOVELS

IN REPLY PLEASE REFER TO
W.J.Coleman

CABLE ADDRESS "CECO," SEATTLE

17th and Thurman
Portland, Oregon
R.L BALZER, Res Mgr

April 18, 1923

APR 20 1923
STATE HIGHWAY COMMISSION

Mr. Roy A. Kline,
Acting Highway Engineer,
State Highway Commission,
Salem, Oregon.

Subject: THE SECURITY CONSTRUCTION CO.

Dear Sir:

The Security Construction Company entered into a contract, No. 525, with the State Highway Commission, covering road construction on the Baker-Nelson section of the Old Oregon Trail in Baker County, which contract was duly bonded by the National Surety Company.

We understand that the Security Construction Company sub-let some of this work to a firm of contractors known as the Bergh-Griggs Company, at Tacoma, Washington. We also understand that they sub-let two distinct contracts.

We would appreciate very much the courtesy of your advising us if the State Highway Commission was cognizant of these sub-contracts, and if same were approved by them.

The reason why we wish to obtain this information is because we sold these sub-contractors supplies and equipment aggregating some $5000.00, and now find that these people are unable to pay for same. We, therefore, shall have to secure recourse through the bonding company as provided by the statutes. The question will arise, however, as to what part of the equipment was used on each of these sub-contracts and that is the reason why we desire this information.

We wish to thank you in advance for the favor of a prompt reply.

CLYDE EQUIPMENT COMPANY

W. J. Coleman

By Cashier.

WJC-w

Sta 378 - 1105
Surfacing only

April 16, 1923

PR#64

United States Fidelity & Guaranty Company.
c/o G. B. Eakles, Agent.
Chamber of Commerce Building.
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 522 for the construction of three small bridges and one steel span on the Baker-Nelson Section of the Old Oregon Trail in Baker County has been completed by the contractor, Jas. J. Burke & Company, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 26, 1923.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractor.

Very truly yours,

ROY A. KLEIN,

State Highway Engineer.

By

Chief Clerk.

JMcF.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

April 15th, 1923.

PR#66

Dear Sir:

In accordance with your letter of April 12th, we are sending to you herewith the platted cross-sections for the portion of the Baker-Nelson Section between Stations 969 and 975 + 50, these being the sections as taken by our Resident Engineer Smith, and submitted with your letter of March 15th.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

SHP:ER

enc.

R. A. BOOTH, EUGENE, CHAIRMAN
J. D. YEON, PORTLAND
C. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
April 12, 1923.

APR 13 1923

1 PD-
Notes between stations
969 and 975 + 50.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

On March 13th we submitted with the final records of the Baker - Nelson section of the Old Oregon Trail, in Baker county, plats of cut between stations 969 and 975 + 50, as made up by Mr. Smith, and superceded by a new ones We wish to ask that you return these to this office.

Very truly yours,

R. H. BALDOCK,
Division Engineer.

By H. C. Guss
Office Engineer.

WCC V

ANSWERED
S. H. Probert

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

April 7th, 1923.

~~32~~ 9966

Gentlemen:

Herewith we are enclosing four copies each of Federal Aid vouchers, as follows:

✓ No. 66 - Baker-Nelson---------- $24,334.50 Final ✓

✓ No. 69 - Winchester Bridge------- 12,969.68 ✓ (8-190)

✓ No. 75 - Newberg-Mult. Co. Line-- 11,414.29 ✓

✓ No. 81 - Madras North---------- 2,270.98 ✓ ✓

These vouchers are all accompanied by copies of the field estimates.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

Office Engineer

Dict. by J. W. De Souza

ER

enc.

Recorded

April 6, 1923

Mr. W. E. Storm,
Weiser, Idaho.

1-PD

Dear Sir:

In response to your inquery of April 4th relative to Security Construction Company contracts, beg to advise that final settlement has been made on the Arlington-Shuttler Section. The Surety on the bond was the National Surety Company for whom D. E. Gorton, Corbett Building, [redacted] resident agents.

On their contract No. 525, which is the Baker-Nelson Section of the Old Oregon Trail, they have $18,559.[redacted] coming but there has been an attachment filed against this contract which withholds all payments.

On their contract No. 478, Base Line Shuttler Section, they still have a balance of $841.81 coming to them.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Chief Clerk.

[redacted]

National Surety Co.
D.E. Garten, Asst.
Surbet Bldg, Oakland
Cal.

Re: Final Has been paid

U.S. Court. Weiser Ida
Sam. C. M. Mch 4/23.

Dear Sir

Please send me the name & address of the Bonding Co, for the Security Const. Co. on the Arlington-Stutler Highway, also let me know whether or not the Security Co has any money due them from the State Highway Dept on any other Contracts

Thanking you

I am very Truly
W E Storm

...l 6, 192...

...list relating to the
...the Secretary of State
...ned by him for the Secur-
...mentioned was not received.
...ure.

HIGHWAY COMMISSION,

Highway Engineer.

April 6, 1923

Mr. A. A. Smith,
Attorney at Law,
Shoemaker Building,
Baker, Oregon.

PRT 6
101

Dear Sir:

We received your letter of March 31st relating to the filing of a claim by Victor E. Jewell with the Secretary of State in connection with a claim for labor performed by him for the Security Construction Company, but the enclosure mentioned was not received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

State Highway Engineer.

BAK:IM

LAWYER
SHOEMAKER BUILDING
BAKER, OREGON

RECEIVED
2 1923
OREGON
STATE HIGHWAY COMMISSION

March 31st, 1923.

State Highway Commission,

Salem, Oregon.

Gentlemen:

I am enclosing herewith copy of claim filed by Victor E. Jewell with the Secretary of State in connection with claim for labor done for the Security Construction Company here in this county.

Yours very truly,

N. F. Smith

Enc-

April 3, 1923

Mr. Jos. I. Giroux,
Durkee, Oregon.

1PR 66

Dear Sir:

In response to your inquiry of April 2nd relative to your claim against Neal & Gaskell, sub-contractors on the Baker-Nelson project, beg to advise that the surety bond on this contract was written by the National Surety Company for whom H. C. Leigh, Corbett Building, Portland, Oregon, is the Resident Agent, and it is suggested that you file your claim with the bonding company.

Very truly yours,

State Highway Engineer.

RAK:LH

Eureka Ore April 2 nd 1923

FILED
APR 3 1923

State Highway Commission,
Salem, Ore.

Dear Sirs: -

I have a bill against Neal & Gaskell Contractors And it may be necessary to take the matter up with their "Bondsmen"

Kindly let me know, who are their bondsmen and also would like a copy of the bonds; Messrs Neal & Gaskell were sub contractors for the Security Construction Co. of La Grande, and had the contract of the section of 2½ miles above

ril 3, 1925

66

ril 2nd relative to

truction Company on

Baker-Folsom Section

this bond was furnished

D. Leigh, Corbett Build-

urs,

Highway Engineer.

Durkee to Nelson about 3½
Miles below Durkee
Thanking You in advance
I remain,

Very truly Yours,

Jos. J. Giroux,
Durkee, Ore.

66

ril 3, 1925

ril 2nd relative to
rnation Company on
aker-Nelson Section
this bond was furnished
. Leigh, Corbett Build-

rs,

Highway Engineer.

April 3, 1925

Mr. H. E. Dixon,
Attorney at Law,
Foley Office Building,
La Grande, Oregon.

1PD 66

Dear Sir:

In response to your inquiry of April 2nd relative to the surety on the bond of the Security Construction Company on the contract for grading and surfacing the Baker-Nelson Section of the Old Oregon Trail, beg to advise that this bond was furnished by the National Surety Company for whom H. C. Leigh, Corbett Building, Portland, is the resident agent.

Very truly yours,

State Highway Engineer.

HAK:LM

...EY STATE LAND BOARD
UNION COUNTY

H. E. DIXON
ATTORNEY-AT-LAW
ROOMS 30-32
FOLEY OFFICE BUILDING
LA GRANDE, - OREGON

REFEREE IN BANKRUPTCY

April 2, 1923.

RECEIVED
APR 3 1923

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen:

Will you kindly advise as to the construction of the State on the provision in the bon for highway work as to payment for material and labor as to whether or not this applies to material and labor expended in getting trucks in condition to work on the job. I will state that I am making this inquiry by reason of the fact that the La Grande Iron Works of this city has a claim against Neal & Gaskell, contractors, for material and labor in getting trucks ready for use by the said contractors, who acted as subcontractors under the Security Construction Co. and worked at Quartz & Durkee on the Baker-Nelson section of the Old Oregon Trail. Balance of their account amounting to $1545.76.

Also will you kindly advise as to the correct name and address of the bondsmen of the Security Construction Co. and the attorney in fact for the said bonding company.

Very truly yours,

H. E. Dixon

HE..:ML

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

April 2nd, 1923.

PR #66

Dear Sir:

We have completed the checking of the final estimate for the grading and surfacing of the Baker-Nelson Section, and we are returning to you herewith the original copy of the final estimate with our corrections indicated upon it. The field records are being sent to you by express.

The men in the checking department report that the notes were in good order and that the errors were of a minor nature. The principal discrepancies seem to be in the classification, the classification shown upon the final estimate sheets not agreeing exactly with the classification indicated in the notes.

Please check over the changes which have been made in the final estimate quantities, and either confirm these changes, or supply such information as may be necessary to support the original figures.

We have your letter of March 28th, stating that you desire to make the final records available to the Security Construction Company, as that Company is somewhat dissatisfied with the reductions which have been made in the final estimate as computed by Resident Engineer Smith. We anticipate, therefore, that you will allow the Security Construction Company to make such check of the final records as they desire before you return the final estimate and field data for final check and payment.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

Office Engineer

SEP:ER

enc.

COMMISSIONERS

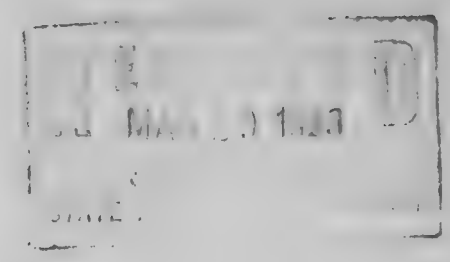
...LEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
March 28, 1923.

1 PD-
Records for recheck.



Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith communication from the Security Construction Company, contractors on the Baker - Nelson section, which is self explanatory, together with carbon copy of my letter to them.

Please advise when you will be able to return the final data on this job in order that a check may be made to Mr. Sturgill's satisfaction.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V

2 Incls.

ANSWERED
S. H. Probert

Security Construction Company

La Grande, Oregon

March 27th. 1923

R. H. Baldock
State Div. Engr.
La Grande, Oregon.

RECEIVED
MAR 28 1923
STATE H'WY.

Dear Sir:

On the receipt of the semi-final estimate of the Baker Nelson section there appears to be a very large discrepency between the quantities computed by your resident engineer Mr. W. P. Smith and the quantities turned in by your office to the Salem department. As these quantities were turned into us from time to time by your resident engineer for purpose of rendering final estimates to sub-contractors and as we have made final and complete settlements to these sub-contractors upon the estimates furnished us by the resident engineer, we decline to accept settlement upon this project as rendered by the semi-final estimate.

In view of this fact we therefor request you to again review the quantities as computed by the resident engineer, who we have requested to come here and check over these quantities with you.

Very truly yours,
SECURITY CONSTRUCTION CO.

WCS:

By F. M. Sturgill

La Grande, Oregon,
March 28, 1923.

1 PD-
Recheck.

Security Construction Co.,
Attention Mr. F. M. Sturgill,
La Grande, Oregon.

RECEIVED
MAR 29 1923

Dear Sir:

This is to acknowledge receipt of your communication of the 27th instant, in which you request a recheck of those sections remeasured by this office, in connection with your contract for grading and surfacing the Baker - Nelson section of the Old Oregon Trail in Baker county.

Please be advised that I am today writing to the Salem office requesting they return as soon as possible the final data on this work, which is necessary in order to make the recheck you request.

After receiving these records I will be pleased to go over the work with you and Mr. Smith and any other interested parties.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

cc -- Herbert Nunn.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

March 30, 1923.

PR #66

Dear Sir:

In checking over the final records for the grading and surfacing of the Baker-Nelson Section, we note that in connection with the 521 cubic yards of run-of-bank gravel used as a sub-base for the surfacing at a point where the sub-grade needed reinforcement, there has been allowed 4,484 yard stations of overhaul.

At the time we approved the supplementary price of $1.00 per cubic yard for this run-of-bank gravel sub-base material, it was our understanding that this price was inclusive of the haul. Please, therefore, advise as to the conditions which call for the allowance of overhaul in connection with this material.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

SHP:RR

March 27, 1923

National Surety Company,
c/o H. C. Leigh,
Corbett Building,
Portland, Oregon.

HPD

Gentlemen:

In response to your letter of March 24th relative to contract No. 535, Security Construction Company, wish to advise that the amount of the semi-final payment was $10,858.35, the retained 5 percent is $12,811.56.

The total amount paid the above contractors to date is $245,419.85.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JHP.

March 27, 1923

National Surety Company.
c/o H. C. Leigh,
Corbett Building.
Portland, Oregon.

HPD

Gentlemen:

In response to your letter of March 24th relative to contract No. 825, Security Construction Company, wish to advise that the amount of the semi-final payment was $10,558.35, the retained 5 percent is $12,811.56.

The total amount paid the above contractors to date is $245,419.55.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,
By
Secretary.

HHF.

March 23, 1923.

Mr. William Pollman,
First National Bank,
Baker, Oregon.

1-PP

Dear Sir:

When you were here a few weeks ago, you inquired as to payments to the Security Construction Company on the Baker-Nelson grading and surfacing contract. Within the next ten days a payment will be made to the Security Construction Company of $10,558.38 on this contract. In addition to this, there is a retained percentage in excess of $10,000 which will probably be available for payment within the next thirty days.

Very truly yours,

Secretary.

RAK:HI

3--24-23 To Stat. Jr. To Off

THE FIRST NATIONAL BANK
OF BAKER CITY.

WM. POLLMAN, PRESIDENT
J. H. PARKER, VICE PRESIDENT — O. H. P. McCORD, CASHIER
PAUL E. POLLMAN, VICE PRESIDENT — E. A. B. CASTLE, ASST. CASHIER
GEO. T. McGRATH, ASST. CASHIER

BAKER, OREGON.

CAPITAL $200,000.00
OLD & STRONG
SURPLUS $100,000.00

RECEIVED
MAR 28 1923
OREGON STATE HIGHWAY COMMISSION

Mar. 27, 1923.

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

I wish to thank you for your letter of the 23rd.

On this date we started suit and have attached the money, in the Highway Commission's hands, belonging to the Security Construction Company. I presume papers have been served on you by this time.

I thank you very much for your thoughtfulness in this.

With best wishes, I am

Yours very truly,

WP/FH

Wm Pollman

noted - 3 - 29 - 23
J. H. K.

March 28, 1923

IPD 66

National Surety Company,
c/o D. E. Corbett, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to the Security Construction Company on Contract No. 525, for the grading and surfacing of the Baker-Nelson Section of the Old Oregon Trail in Baker County.

This payment will be made on or after April 2, 1923.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JMcF.

March 23, 1923.

W. A. Gossett & Son
Baker, Oregon.

PR66

Gentlemen:

Reference is made to your letter of March 7th in which you request the total quantity of rubble masonry headwalls, together with the excavation in connection therewith on the Baker-Nelson Section of the Old Oregon Trail Highway.

We have just today completed the final check of the quantities on this project. There are a total of 313.89 cubic yards of rubble masonry used on headwalls and 838.9 cubic yards of excavation in connection with the building of these headwalls, as shown on the corrected final estimate.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer.

Die by L.E.Parsons.
AP

Baker Ore Nov 7th 1923

State Highway Com
Salem Ore

Gentlemen. We had a sub contract for all of the Rubble Masonery on the Baker Nelson sec of the highway, and would like very much if you would send me a copy of all of the rubble masonery turned in. to your office in the excavation for the same and Oblige Yours truly

W A Gossett & Son

RECEIVED
NOV 8 1923

March 6th, 1923.

6

letter of March 6th, request-
with payments under your con-
Nelson section be released to

by Mr. Bullock to make such a
ter that the work has been
leased.

hat the final estimate is to
month, as stated in your letter.
l estimate is received, on which
additional quantities as may
the released retained percentage.

ry.

ineer

ineer

SEP:ER

cc to R. H. Bullock

The Security Construction Company,
La Grande, Oregon.

March 8th, 1923.

PR #66

Gentlemen:

Receipt is acknowledged of your letter of March 6th, requesting that the retained percentage in connection with payments under your contract for the grading and surfacing of the Baker-Nelson section be reduced to three per cent.

We have not yet been authorized by Mr. Baldock to make such a release, but accepting the statement in your letter that the work has been satisfactorily completed, we shall make this release.

In view of the fact, however, that the final estimate is to be submitted by Mr. Baldock on the 15th, of this month, as stated in your letter, we will not voucher this release until the final estimate is received, at which time we will put through a voucher covering such additional quantities as may be allowed in the final estimate together with the released retained percentage.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:ER

CC to R. H. Baldock

Security Construction Company

La Grande, Oregon

9A66

March 6th. 1923

RECEIVED
MAR 7 1923

Norbert Mumm
State Highway Engineer
Salem, Oregon.

Dear Sir:

On February 9th. we finished the Baker-Union section of the Old Oregon Trail contract #566, at that time has been five weeks past and before our office gets a check upon this work it will probably be that much more delay, we are asking you to render us a semi-final estimate upon this work and release all but 5% of the contract.

We have taken this matter up with Mr. Pollock here and he states that the final on this work is leaving his office for Salem on the 12th of this month.

We will appreciate your prefered attention to this matter.

Yours very truly,
SECURITY CONSTRUCTION CO.

By W. C. Sturgill

WCS:

ANSWERED
S. H. Probert

FORM 8 19527-5000-10-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. . BARRATT, HEPPNER
COMMISSIONERS

. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 7 1923
OREG
STATE

PR #66

La Grande, Oregon,
March 6, 1923.

1 PD--
Mount Moore claim.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to your letter of March 5th in regard to attached letter from Mount Moore of Durkee, advise that I personally know there were some drainage ditches constructed near the Durkee undercrossing. I checked over the measurement on these ditches about two weeks ago.

The Security construction Co. will be paid for the yardage actually moved in constructing these ditches as this was not a force account item, and it is up to them to make settlement for bills in connection with the work.

I believe this matter was simply overlooked by the Security Construction Co., but in case they refuse to make payment it will be necessary for Mr. Moore to file his claim with their surety.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V

Incls.

P.S. Security Const Co. just advised by phone that a check had been sent covering this claim. RHB.

FORM 3 19827-8000-10-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
March 5, 1923.

~~1 PD~~
Unity Overhead.

PR#66

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Relative to your communication addressed to W. P. Smith, dated February 23rd, with regard to the Unity overhead fill, advise that Mr. Smith is no longer with the department and I will answer theletter.

With reference to the inclosed tracing of the profile of this section, advise that the stationing ~~should~~ is 993 + 00 to 1004 + 50, involving 165.9 cubic yards intermediate excavation, 1625.3 cubic yards common excavation, and 90 cubic yard stations of overhaul. At the top of this profile is given the excavation and embankment between each cross section, so if you wish to change the limits you can do so, but I believe the limits I have given are correct.

There was no other expense to my knowledge in the construction of this overhead crossing that should be shared with the railroad Co.

Very truly yours,

Profile attached

R H Baldock
Division Engineer.

RHB V
Incl.

P. S.

For your information advise that the final records for the Baker-Nelson section will be mailed to your office March 12th. I am making a thorough check of this job, having remeasured several cuts, hence the delay.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

February 26, 1923.

PR - 66

Gentlemen:

We are in receipt of your letter of the 19th, inst., addressed to Mr. Rosecrans at Union, Oregon, relative to tabulation of quantities for the bridges on the Baker-Nelson Section, Project #66.

There are two items on these structures on which exceed the ten per cent difference, and which we would construe as requiring explanation in accordance with your letter.

Upon opening the excavation for the bridge across Pritchard Creek at Station 741, no solid foundation was found, and thirty-two lineal feet of piling were driven. This item was called for in the agreement estimate.

In excavating to widen the railroad cut at the Unity overcrossing, the proposed width of excavation of sixty feet was reduced to fifty feet. The final quantities moved amounted to 933.2 cubic yards instead of the original estimated quantity of 1,300 cubic yards.

Yours very truly,

[redacted] BUNN
State Highway Engineer

By

Office Engineer

Dict. by J. W. DeSouza

ER

CC to M. R. Rosecrans

February 23d, 1923.

Mr. W. P. Smith,
Resident Engineer,
Pleasant Valley, Oregon.

PR #66

Dear Sir:

In order that we may proceed to bill the Oregon Washington Railroad & Navigation Company for their share of the cost of constructing the Unity Overhead Crossing, we would be pleased to have you submit to us a statement of the quantities and costs involved in the grading of the approaches to this overhead.

This statement should include all borrow and roadbed excavation quantities from which the approach embankments were constructed, and it should include also all drainage, force account and other items of cost in connection with the grading work.

In support of this estimate, please submit profile covering from about Station 990 to 1010, and upon this profile, show in detail the distribution of quantities involved, together with their classification.

If there is any other expense in connection with the construction of this overhead crossing which should be shared by the Railroad Company, please itemize such expense in your cost statement.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

HEP:ALP

cc Mr. R. H. Baldock, Div. Engr.,
La Grande, Oregon.

C6 C6

2-21-23

Final Quantities

Bridges on Baker Nelson Section.

	B. # 739 Sta.	B. # 740 Sta	B. # 741 Sta	B. # 742 Sta.	Total	
Excav.	71.0	96.2	209.4	259.1	875.7	✓
" Borrow Excavation	——	——	80.9	——	80.9	✓
Concrete Class F	121.24	46.79	121.24	113.44	435.3	✓
Main Reinf.	6512	4326	12656	8831	32325	✓
Foundation Piling	——	——	32	——	32	
Structural Steel	——	——	54000	——	54,000	✓
Force Acct. (Temporary Bridge) Pile and Steel.			410.85		410.85	

Wood

2-21-23

Note as per [illegible]: Upon op[illegible] no solid foundation [illegible] were driven to 60" [illegible]

Wing Walls

Exc [illegible] 63.05 C.Y.
Exc. [illegible] 2.16 C.Y.
Exc. [illegible] 2.10 C.Y.
[illegible] 2113.7? [illegible]
[illegible] 3-1/3 8½.56 F.B.M.
[illegible] [illegible] lin. ft.

W.J.Coleman

Feb. 14, 1923.

Bergh Griggs Co.,
Tacoma, Wash.

Notice is hereby given that the undersigned, the Clyde Equipment Co. of Portland, Ore., has a claim for Machinery, Supplies and Equipment in the sum of $4,229.18 against the bond taken from the Security Construction Co. of La Grande, as principals, Bergh Griggs Co. of Tacoma, Wash., as sub-contractors, and the National Surety Co. of New York as surety for the work of road construction on a contract with the State Highway Department of the State of Oregon known as the Baker Nelson section of the old Oregon trail in Baker County, State Highway contract #525.

CLYDE EQUIPMENT CO.,

By W. J. Coleman

Cashier

WJC:ht

CC - Security Construction Co.,
La Grande, Ore.
National Surety Co.,
Corbett Bldg.,
Portland, Ore.
Herbert Nunn, State Engr.,
State Highway Dept.,
Salem, Ore.

Recorded— Filed

January 24, 1923

Security Construction Company,
Pleasant Valley, Oregon.

Gentlemen:

At the last meeting of the Highway Commission consideration was given to your request for an extension of time on contract No. 525, and the following action was taken:

"Security Construction Company requested an extension of time to January 31, 1923 on contract No. 525, Baker-Nelson Section of the Old Oregon Trail, grading and surfacing. The Engineer reported that there had been an increase in quantities and recommended that the extension be granted as requested without penalty. Recommendation approved by the Commission."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

Form No. 39.

CR66

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 20, 1923

Job Name Baker-Nelson-Sec

Week from " 13 to 20

Mail Address Pleasant Valley

Highway Old Oregon Trail

Telegraph or Telephone Address "

County Baker Job Prefix I-PD

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Dunkee and Unity Crushers
running. Dunkee Crusher will
finish surfacing Wednesday 24
Unity section Friday or Saturday
Four men cleaning culverts and ditches.
The Lone section will be finished on
the 27th

RECEIVED
JAN 26 1923
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed W. P. Smith

Title RE

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

December 23rd, 1922.

Mr. W. P. Smith,
Resident Engineer,
Pleasant Valley, Oregon.

PR* 66

Dear Sir:

Reference is made to your Estimate No. 8 for grading and macadamizing the Baker-Nelson Section, Contract 525.

It is noted that on the estimate and quantity summary you are using separate columns and lines for showing the quantities of filler hauled in each mile. We also note thatson your quantity summary, you list filler, free haul, at twenty five cents per cubic yard, which is correct, but for filler hauled in Mile 1, you show a price of only forty cents, for Mile 2, eighty cents, et cetera. If you will refer to the specifications for filler in the special provisions of this contract, you will find that the price of forty cents per mile for filler haul is in addition to the bid price on filler. This would give filler as hauled in Mile 1, a price of sixty-five cents, Mile 2, of $1.05, et cetera.

We would suggest that in listing filler and filler haul on your estimate and quantity summaries, that you show in one column the total filler placed on the job or unit which would carry the price of twenty-five cents per cubic yard, then in another column show filler haul at a price of forty cents per yard mile. This way of figuring would give a total for filler placed in Unit 1 of the present estimate, of 6,586 cubic yards; then to compute the filler haul, add the quantity placed in Mile 1 to twice the amount in Mile 2 and to three times the quantity placed in Mile 3, et cetera, giving a total filler haul of 7,520 yard miles.

It would probably be best to list the haul in the manner in which you have done, for your <u>final</u> estimate, for the information of the contractor and for simplicity in checking, but for the intermediate estimates, we wouldn't think it necessary. If the contractor desires this detailed information monthly, it could be shown on the back of the estimate.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer.

Dic by L. E. Parsons
AP

December 22, 1922

National Surety Company,
Attention Mr. H. C. Leigh,
Corbett Building,
Portland, Oregon.

Gentlemen:

This letter will advise you that W. W. Barker has filed a claim for labor in the sum of $318.75 against the bond of the Security Construction Company on contract No. 525, more definitely described as the grading and surfacing of 26.85 miles on the Baker-Nelson Section of the Old Oregon Trail in Baker County, for which contract your company furnished the bond.

A copy of the notice is attached hereto.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

1 Encl.

PR64

RECEIVED
DEC 18 1922
ORE.

TO THE STATE OF OREGON, and to the HON. R. A. BOOTH, JOHN B. YEON and W. B. BARRETT, the State Highway Commission of the State of Oregon.

NOTICE IS HEREBY GIVEN: That the undersigned, W. W. Barker, has a claim for labor in the sum of $318.75 against the bond taken from the Security Construction Company as principal and National Surety Co as Surety, for the work of graveling and surfacing the Old Oregon Trail, a State Highway between the City of Baker and Durkee, in Baker County, Oregon.

The said work, labor and services was performed by claimant for Neal & Gaskill, a co-partnership, which said co-partnership had a contract from the Security Construction Company, which said firm in turn had a contract with the State of Oregon for said graveling and surfacing and grading said road and said work, labor and services were done with the knowledge and express authority of all said parties. Said claim covers wages due including over time and work on Sundays.

W W Barker

JOSEPH J. HEILNER
LAWYER

PR66

Baker, Oregon,

December 6th, 1922.

RECEIVED
DEC 11 1922
STATE ... SION

State Highway Commission,

Salem, Oregon.

Gentlemen:-

I have a client who holds a claim against the Newport Construction Company on account of labor and material furnished under the contract between the State of Oregon and said Company for resurfacing the State Highway between Baker and Haines, and I wish that you would kindly furnish me with a copy of the contract and bond given by the Newport Construction Company for this work.

I also represent the same person who holds a claim against Fred Gaskell, sub-contractor under the Security Construction Company who holds the contracts with the State of Oregon for road work between Baker and Quartz and Durkee and Quartz, and I should also like to have a copy of these contracts and the bonds.

It is my intention to prepare the proper notice in order that I may institute action on these bonds.

Very truly yours,

Joseph Heilner

JJH/EJ

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

November 17, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are in receipt of your letter of November 13, requesting our approval of a change in specifications for crushed rock surfacing on Federal aid project No. 66, substituting a screened base course passing 1½" and retained on 3/4", with a top course of screenings all passing 3/4" for the 1½" crusher run base, and 1" crusher run top now specified.

It being understood that the base and binder course will be kept at all times 5,000 feet ahead of the top, and that no additional compensation is to be paid the contractor, we have submitted the proposed change to the Regional Office, with our recommendation for approval.

Very truly yours,

C. H. Purcell

District Engineer.

P 41

November 16, 1922

Mr. D. C. Wilson,
Meridian, Idaho.

Dear Sir:

In response to yours of November 13th relative to your claim against a sub-contractor on the Security Construction Company job between Baker and Nelson in Baker County, would say that this contract, as all state highway contracts, is covered by a surety bond to protect labor and material claims, and therefore, if your claim is legitimate the proper procedure is to file your claim with the surety on the bond.

Would suggest, however, that before you do this that you take the matter up with the contractors and endeavor to reach a settlement, as our experience with this contracting company indicates that they will not attempt to evade a just obligation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LM

OREGON
STATE HIGHWAY COMMISSION

Meridian Idaho.
Nov: 13, 1922

Salem Ore.

Dear Sir:

I did some Hauling with my trucks about two months ago for Neil & Jarrell, who sub. from Security Construction Co. on the State Highway at Baker & Durkee Ore.

And have been unable to get a settlement. It amounts to about $200 and would like very much to get it at this time.

I would like to know if there is any way of hurring them to settle through the Highway department, as they don't seem to make any effort to settle.

S. C. Wilson
Meridian Idaho

vember 13, 1922

d recommending that the
e that portion of the line
lson Section, be changed,
top to a screened base 1½"

base course is to be laid
o additional compensation

ding a copy of this letter
ed gravel.
with their approval you

State Highway Engineer.

By

Assistant Engineer.

CCK:LM

cc. U. S. Bureau of Public Roads, Attention Mr. Purce 1, Post Office Bldg.
Portland, Oregon.

PR66/

November 13, 1922

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We have your letter of October 25rd recommending that the specification of surfacing materials covering that portion of the line between station 673 and 1105 on the Baker-Nelson Section, be changed, from 1½" crusher run base, 1" crusher run top to a borrowed base 1½" and a top from 3/4 of an inch or to dust.

It is further understood that the base course is to be laid 5000 feet ahead of the top course and that no additional compensation is to be paid the contractor.

We approve this change and are sending a copy of this letter to the Bureau of Public Roads and if it meets with their approval you may effect a change at once.

Yours truly,

ROBERT WREN,
State Highway Engineer.

By

Assistant Engineer.

COK:LM

cc. U. S. Bureau of Public Roads, Attention Mr. Purse l, Post Office Bldg.
Portland, Oregon.

HERBERT NUNN
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
October 23, 1922.

RECEIVED
OCT 25 1922
OREGON
STATE HIGHWAY COMMISSION

1 PD-
Change in Specifications.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

REFERRED TO
Attention Mr. Kelley.
BY H. N.

Dear Sir:

Herewith communication from the Security Construction Company in regard to changing the Specifications on certain sections of the Baker - Nelson section of the Old Oregon Trail in Baker county, which proposal was made at my request in view of the poor macadam we are getting with the 1" specifications from the broken stone quarries.

Between stations 0 + 00 and 374 + 00, which is to be surfaced with screened gravel, the 1" material for top is working splendidly and we are getting a good surfacing. This also applies to the crushed gravel being placed between stations 1105 + 00 and 1425 + 50. There is a great deal of fines in these pits and some soft material, and the specifications for 1½" crusher run base and 1" crusher run top work well. However, on the section between stations 374 + 00 and 1105 + 00, involving broken stone, the 1" top does not work satisfactorily. We have approximately six miles between stations 374 + 00 and 673 + 00 placed under this specification which we will be able to doctor up to make a fair surfacing, but on the remaining six and a half miles I would appreciate you sustain-

for 374-673-1105

HERBERT HUNN
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

1 PD-- Change in Specifications-- Mr. Kelley-- 2--

ing my recommendation that we change the specifications separating the crusher run materials and use 3/4" top. This worked out very satisfactorily on Porter and Conley's contract on the Kamela - La Grande job and Carlson and Nyberg's contract on the Dead Man's Pass - Kamela job.

I will take this up with Mr. Morris of the Bureau of Public Roads on his next visit, and am sure he will agree with me, as he did before, because the material on the ground speaks for itself.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

Incls.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

November 8, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
NOV 9 - 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement and certificate to cover Oregon Federal aid project No. 66, (Old Oregon Trail, Baker-Nelson section), have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell,
District Engineer.

Oregon Project No. 66,
Federal Aid Road Act,
July 11, 1916 (39 Stat. 355).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 6, 1922, by the State Highway Commission of Oregon, and on August 4, 1922, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the construction of that certain rural post road described therein and designated as Oregon Project No. 66; and

WHEREAS, the said State Highway Commission has requested that the Railroad Company's share of the cost of construction of the Unity overcrossing be included in the total estimated cost of the project, and by reason thereof has requested that the estimate of cost approved for said project be increased from $271,385.40 to $275,748.00, and that the Federal funds approved and set aside to the credit of said project be increased from $165,916.15 to $168,583.31;

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred sixty-eight thousand, five hundred eighty-three and 31/100 dollars ($168,583.31) as the share of the United States payable under said act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof."

Article I shall read:

> "Article I. Funds for the use of the Highway Department in the construction of said project have been or will be made

available in the following manner, to wit:

(a) By the State $107,786.70 and any additional amounts required, from bonds authorized by legislature under Chapter 175, Laws of 1917, and Chapter 51, Laws of 1920.

(b) By the County of _____

_____

(c) O.W.R.R.& N. Co. - 40% of Unity Overcrossing

Public Service Commission Order No. 707, dated May 9, 1921.

Article IV shall read;

"Article IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of one hundred sixty-eight thousand, five hundred eighty-three and 31/100 dollars ($168,583.31), certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of two hundred seventy-five thousand, seven hundred forty-eight and 00/100 ($275,748.00), the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the _____ 6th day of October, 1922, and the Secretary of Agriculture on the 28th day of October, 1922.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

C. W. Pugsley
Acting Secretary of Agriculture

(Amendment of Certificate of Approval of Plans, Specifications, and Estimates Executed August 4, 1922, to cover Credit under Federal Aid Project No. 66.)

Form No. PR. 3

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point at the southeasterly limits of the City of Baker in Sec. 21, T. 9 S., R. 40 E., W.M., and a point near the south line of Sec. 2, T. 12 S., R. 43 E., W.M., about 3.5 miles south of Durkee locally known as the Baker-Nelson Section of the Old Oregon Trail, Baker County, and designated in the records of this Department as Project No. 66, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $275,748.00 in addition to the $165,916.15 approved by Certificate of August 4, 1922 as the total estimated cost of said project, and the sum of $2,667.16 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 28th day of October one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley

Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4829

November 1st, 1922.

Bureau of Public Roads,
Portland, Oregon.

P. R. 66

Gentlemen:

Herewith we are enclosing four copies of voucher on the Baker-Nelson Section, Oregon Project No. 66 in the amount of $22,191.40.

This voucher has been prepared in accordance with the modified agreement, allowing Federal co-operation on the railroad share of the Unity Overcrossing. You will note that the date of execution of this modified agreement has been left blank to be filled in by you. This modification was signed by the Highway Commission and returned to you some time ago, although we have not as yet received advice of its execution by the Secretary.

Very truly yours,

HERBERT NASH
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza.

AP

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 6

La Grande, Oregon,
October 28, 1922.

1 PD-
Estimate #6-

RECEIVED
OCT 30 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith monthly estimate #6, for grading and macadamizing the Baker - Nelson section of the Old Oregon Trail in Baker county. This estimate is late in being submitted and I will explain the reason therefor:

Mr. Smith submitted this estimate on the 10th of the month, but in view of the fact that the job is nearly completed I deemed it best to check the classification before the estimate went in on account of the fact that if we wished to lower the classification it might cause difficulty with the contractor. Accordingly, on the 19th and 20th of the month I classified about 75% of the line; some of the work was not out and my classification at these points was only tentative and it will be necessary to reclassify the few cuts that remain.

I am sorry that the estimate was delayed on my account but in view of the pressure of work at this time I was unable to make the classification sooner.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

Incls.

Received 10/30/22

PR 66

Pleasant Valley, Oregon. October 20th 1922.

STATE HIGHWAY

Oregon State Highway Commission.

Salem, Oregon.

Gentlemen:-

We herewith submit proposal for a change in specifications relative to broken stone surfacing materials to be laid under our contract # 525 for grading and surfacing the Baker-Nelson section of the Old Oregon Trail in Baker County.

In consideration for change in specifications permitting separation of crusher run materials we agree to place base course materials ranging from a maximum size passing a 1½" circular opening to that size retained on a ¾ " opening, and top course materials ranging from a maximum size passing a ¾" circular opening to dust.

Both courses to be well graded from course to fine Maintenance materials to conform in every respect to the specifications for top course surfacing materials.

We further agree to keep the base course at least at least 5,000 feet ahead of top course and have filler on base course at least 3,000 feet ahead of top course at all times.

It is further understood and agreed that these proposed specifications will supplant all conflicting specifications or phrases as given in the general or special provisions appearing in our contract # 525or otherwise all general or special provisions applying on our contract # 525 will hold in full force and effect.

We agree to place the base and top ~~course~~ and maintenance materials of the specification sizes as given herein and in accordance with the special provisions in our contract # 525 for the same unit prices as listed in said contract # 525

#2.

the change to be made on surfacing materials placed between stations 673 and 1105 .

It is further understood that the proposed changes if accepted do not invalidate our contract.

Very truly yours,

Security Construction Company.

By. F. M. Sturgill

October 7th, 1922.

Bureau of Public Roads,
Portland, Oregon.

P. R. 66.

Gentlemen:

We are herewith returning to you three copies of modified agreement on the Baker Nelson Section, Oregon Project No. 66.

These modified agreements have been executed by the State Highway Commission.

Very truly yours,

[redacted],
State Highway Engineer

By
Office Engineer.

Die by J. W. DeSouza.

AF

PR 66

SPECIAL PROVISIONS

Baker-Nelson Section

ALTERNATE PROPOSALS TO BE RECEIVED.

For the purposes of contracting, the section has been divided into two units, Unit 1 being 14.27 miles in length and extending from Sta 0 + 00 at Baker to Sta 750, and Unit 2 being from Sta 750 to Sta 1425 + 50 at Nelson.

Contractors may submit bids based on being awarded either Unit 1 or Unit 2 alone, or based upon being awarded both Units 1 and 2.

The right is reserved by the State Highway Commission to make such award or awards as may appear to it to be to the best interests of the State.

ALTERNATE BIDS ON CULVERT PIPES.

Contractors are required to submit alternate bids on both cement concrete and corrugated galvanized iron culvert and siphon pipes. The State Highway Commission will reject, as informal, any proposal which does not contain these alternate prices.

SIPHONS

Construction Details:

Siphons will be constructed in accordance with the standard plan attached.

The inlet and outlet basins shall be of Class "A" concrete. The pipe connecting the basins shall be concrete or corrugated iron, as may be ordered by the engineer.

Concrete pipe for use in siphons shall conform in every respect to concrete pipe for use in culverts, and shall be laid in accordance with the same specifications, except that each joint shall be provided with a cement mortar collar to prevent leakage. The cement mortar collar shall be 12 inches in width and 3 inches in thickness, and shall be made of a cement mortar consisting of one part of Portland cement to one part of sand, the cement and sand conforming to the specifications for cement and sand for use in Class "A" concrete. The cement mortar collars must be very carefully constructed and must provide absolutely water tight joints.

P. J. Wilson

[illegible] OF PUBLIC ROADS.

Corrugated iron pipe for use in siphons shall conform in every respect to corrugated iron pipe for use in culverts. except that all seams and joints shall be close riveted and soldered. The use of coupling band joints will be permitted only with special authority from the engineer, and when that type of joint is used there shall be wrapped under the coupling band four thicknesses of heavy burlap, thoroughly treated with hot bitumen.

Measurement and Payment:

The end basins for siphons will be paid for on a yardage basis at the unit price bid for class "A" concrete.

The pipe between the end basins will be paid for at the price bid for concrete siphon pipe or for corrugated iron siphon pipe, as the case may be.

Payment for the end basins and pipe shall be understood to comprise full payment for the siphon in place, including cement mortar collars and backfilling of excavations, but not including the original excavation, which will be paid for at the price bid for the appropriate class of excavation.

RIP RAP

Construction Details:

Rip rap to be placed under this contract shall be loose (not hand placed) rip rap. It shall be spread uniformly to such thickness as the engineer may direct. At least 50% of of all rip rap material shall have a maximum dimension of not less than 24 inches; and none of the material shall have any dimension less than 8 inches.

Only hard and durable rock will be allowed to be used as rip rap material.

Measurement and Payment:

Payment for rip rap will be made on the cubic yard basis and the quantity to be paid for shall be determined by measurement of the rip rap in place. The price bid for rip rap will be understood to include the excavation, hauling, depositing and spreading of the rock and all other work incidental

to the construction of a satisfactory rip rap.

Deduction from Roadbed Excavation:

Wherever material for rip rap is taken from roadbed excavation, the amount of material so taken shall be deducted from the pay excavation quantities. When the amount of material taken for this purpose cannot be determined by measurement in place, the quantity shall be estimated from the quantity of rip rap constructed therefrom, assuming that one cubic yard of rip rap represents 2/3 of a cubic yard of solid rock excavation.

No overhaul will be allowed on material used in rip rap.

EXCESS EXCAVATION MATERIAL.

Where there occurs an excess of excavation quantities in the balancing of cut and fill material, the excess quantities shall be distributed as directed by the engineer. In no case will the contractor be allowed to make waste piles or to widen the roadbed unevenly unless permission is given by the engineer. All excess material shall be used to widen roadbed uniformly, unless otherwise directed, and shall, if required, be hauled beyond the free haul limit. If for any reason the contractor should make waste piles contrary to the instructions of the engineer, or contrary to this specification without the prior permission of the engineer, all such wasted material must be picked up and placed in fills, according to the specifications and the engineer's instructions.

PROTECTION OF EMBANKMENT SLOPES.

Where the materials available for embankment construction are of mixed classification and include solid rock, the solid rock material shall be placed on the outsides of the embankment for protection against erosion by wind or water. This work will require the selection, piling and rehandling of rock materials, and it shall be done in accordance with the instructions of the engineer.

Payment for embankment protection of the kind herein described, shall be understood to be included in and covered by payment for roadbed excavation, and no separate payment for same will be made.

STRUCTURES NOT INCLUDED.

Attention of the Contractor is called to the fact that construction of the structures at Stations 331 - 998 - 1005 - 1206 - 1231 and 1284 will not be included in this contract.

FLUME TO BE CONSTRUCTED FORCE ACCOUNT.

Construction of the flume at Sta 548 will be paid for on a force account basis.

LINE AND GRADE CHANGES.

The attention of the contractor is called to the fact that the estimate of a portion of the line, including the balancing of quantities, and profile and ground line, are based on projection from topography, and some changes in line and grade will be necessary on construction to correctly balance quantities in these sections.

No claims for damages, extra costs, or loss of anticipated profits will be allowed on account of any such changes that may be made.

SURFACING

Work to be Done:

The work to be done under this contract shall include, in addition to the grading, the surfacing of Unit 1 with screened gravel from Sta 0 + 00 to Sta 374, and with Broken Stone from Sta 374 to 750, and it shall include the surfacing of Unit No. 2 either with (a) broken stone from Sta 750 to Sta 1105 and crushed gravel from Sta 1105 to Sta 1425 + 50, or with (b) broken stone over the entire unit. Bids upon both of the alternates for Unit No. 2 are required.

In the special provisions which follow it is understood that all clauses not making specific exceptions will apply equally to screened gravel, crushed gravel and Broken Stone Surfacing, and to both units.

Preparation of Sub-grade:

Before spreading the surfacing the contractor shall,

by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions.

The sub-grade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared shall be maintained true to crown, grade, and uniform surface.

In no event shall any surfacing materials be placed upon any section of the subgrade which is not, in the opinion of the engineer, in a condition suitable and satisfactory for surfacing.

Width, Thickness & Number of Courses:

The surfacing shall have a top width of 12 feet and be feathered to width on bottom of 16 feet. It shall be laid in two courses, each course having a cross-section area as nearly equal to one-half the total cross section area as can reasonably be obtained. The top course shall entirely cover and overlap the bottom course, as indicated on the blue print section attached.

In general, the surfacing shall be laid to a total depth of eight inches, loose measurement. Where, however, an eight inch thickness is not required, or is insufficient, the surfacing shall be laid to such thickness as the engineer may direct.

The thicknesses at all times shall be as ordered by the engineer, and any quantities of material deposited in excess of that ordered by the engineer will not be paid for.

Materials:

All surfacing materials shall be clean, hard, tough and durable, shall contain no vegetable or other deleterious material, and shall be free from soft, thin, elongated or laminated pieces.

Materials of suitable quality are available from the quarry sites and gravel pits indicated on the accompanying sketch map at Stations 216 - 531 - 967 and 1242. Only the most suitable materials available from these sources, or material

in every way equal thereto, will be allowed to be used. Materials from sources other than those shown shall be used only with the approval of the Engineer.

All overburden shall be removed far enough in advance to prevent its becoming mixed with the surfacing material.

Materials to be Secured by the Contractor:

The contractor will be required to furnish and develop all quarry sites, pits or other sources of material, and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing materials.

State May Condemn Material Sites:

In the event that the contractor, after due and diligent effort, finds it impossible to secure surfacing from any of the material sites enumerated above, or from such other sources of materials as the Engineer may approve, without compliance to unreasonable restrictions or the payment of exhorbitant royalties, the State Highway Commission, at the Contractor's written request, will institute condemnation proceedings, or take such other steps as may seem advisable, for the securing of materials from the particular source, or sources, involved.

It is understood that the contractor will bear all expense of the condemnation proceedings, and all other expense to which the State Highway Commission may be put, and will pay such royalty costs or other consideration as the Court may award.

Means to Prevent Separation of Fine from Coarse Materials:

In the handling of materials the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible, materials in being transferred into stock piles, bins or vehicles shall be dropped vertically.

Sizes of Materials:

Materials for the base course shall all pass a one and one-half (1½) inch circular opening, and shall be well graded from that size to dust, containing not to exceed thirty-five (35) per cent of material passing a one-quarter (¼) inch screen.

Materials for the top course shall all pass a one (1) inch circular opening, and shall be well graded from that size to dust, containing not to exceed thirty-five (35) per-

cent of material passing a one-quarter (1/4) inch screen.

In the manufacture of crushed gravel, all nigger-heads, boulders and other oversize particles or fragments that may occur in the pit-run material, shall be crushed. In the production of screened gravel, the contractor may, at his option, either waste or crush the oversize materials.

Dumping on Roadway:

The spreading of any course or layer of materials shall be done from suitable spreader wagons, end dump trucks with end gates adjusted to give the proper spread, or from piles dumped along the road. No segregation of large or fine particles will be allowed, and the materials as spread shall be free from pockets of large or fine material.

Hauling, Dragging, Etc.:

With a view of securing a maximum amount of uniformly smooth, and compacted surface the contractor will be required, as far as practicable, to do his hauling over the surfacing as it is placed; to construct the surfacing beginning at the point of loading and working away from that point; to construct the entire base course from any setup before beginning construction of the top course from that particular setup; and to thoroughly drag the surfacing at frequent intervals during the course of construction. The intervals at which dragging will be required and the manner in which it shall be done will be determined by the engineer, basing his judgment upon the results that are and can reasonably be obtained.

Finishing Shoulders:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed trimmed up so as to provide a uniformly crowned and well drained cross section, as indicated on the plans. Any loose rock, stones or boulders that may be dragged to the surface or made to protrude by this operation, shall be removed from the roadbed and placed along the edge of the right of way.

Measurement and Payment:

The quantity to be paid for shall be the number of cubic yards of surfacing materials furnished, delivered and incorporated in the work. Payment will be made at the unit price bid per cubic yard for surfacing of the particular class involved.

The unit price bid shall be understood to cover preparation of subgrade, the furnishing, screening, crushing, hauling, spreading and compacting of materials, the trimming, and finishing of shoulders, and all other work involved in the construction of the finished surfacing, at the grade and to the cross section indicated on the plans, and in accordance with these provisions.

Any rolling or sprinkling that may be required will be paid for as "extra work" or will be done by State forces. Filler will be paid for as specified hereinafter.

MAINTENANCE MATERIALS.

Materials for maintenance shall conform in every respect to the specifications for the materials for the top course of the type of surfacing constructed over the particular section involved. They shall be placed in neat, well-formed piles of twenty-five (25) cubic yards each, spaced at intervals of approximately one-quarter (1/4) of one mile.

The particular places at which the piles shall be placed shall be designated by the Engineer.

Payment shall be made at the unit prices bid for materials for maintenance, of the particular class involved, and this price shall be understood to include the furnishing, screening, crushing, hauling, and piling of materials, and the leveling or other preparation necessary for the sites upon which the materials are to be piled.

FILLER

Where the engineer so directs, there shall be added to and incorporated with the surfacing materials, a filler of sand, loam, or other suitable material. Material for this purpose shall be obtained from such sources as the engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler mater-

ial dumped at convenient intervals. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and whenever it is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for "Filler." This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials, in accordance with these specifications; provided, however, that for such filler material as must be hauled more than 500 feet, the contractor will be paid in addition to his bid price for filler, a price for "filler-haul" of 40 cents per cubic yard for each mile, or fraction thereof, of haul in excess of 500 feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer, in such manner as appears to him to be most equitable.

BIDS MAY BE RETURNED.

This section is a Federal Aid Project, and, in accordance with the regulations of the Bureau of Public Roads, it is not permissible to receive bids until the Project statement for the project has been approved by the Secretary of Agriculture. The Project statement on this section has been submitted to the Federal Government and every effort is being made to have it approved prior to the date of receiving bids.

In the event that approval is not received, prior to the date upon which bids are received, all proposals will be returned to bidders, unopened. Bidders will be requested to retain their proposals and be prepared to re-submit them upon short notice, as it is anticipated that a second call will be issued immediately upon the receipt of approval of the Project statement.

August 25th, 1922.

Bureau of Public Roads,
Post Office Building.
Portland, Oregon.

66,235.64

Gentlemen:

Herewith we are enclosing four copies of voucher on the Baker Nelson Section, Oregon Federal Aid Project No. 66. This voucher has been prepared with the date of execution left blank in accordance with yourlletter of the 24th inst.

This voucher is based upon the estimate prepared by your office eliminating the railroad co-operation on the Unity Overcrossing, and which has been used as basis for the Project Agreement. In view of the recent ruling relative to railroad co-operation, we would request that a modified agreement be put through, which has as a basis the estimate submitted with our letter of April 28, 1922.

Yours very truly.

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSousa

AP
Encl.

Recorded--H.B.A.

Oregon State Highway Commission

REPORT OF GRAVEL TEST

F A Proj 166

Date Reported 9/16/22

Lab. No. 12782

Source Nat repeat Sec 100' N of Sta 347 Lus 50

Field No. 5795

County Baker

Quantity Represented 400 yds

Job Baker-Nelson Spr Hwy rt near Huntington

To be used Class A concrete

Sampled by Christ Funaros

SCREEN ANALYSIS

Retained on 3 inch	%
Retained on 2½ inch	%
Retained on 2 inch	12.3 %
Retained on 1½ inch	34.9 %
Retained on 1 inch	65.1 %
Retained on ¾ inch	82.6 %
Retained on ½ inch	94.5 %
Retained on ⅜ inch	99.4 %
Retained on No. 4	0.6 %
Sand in sample as submitted	%

Specific Gravity 2.64

Abrasion per cent wear 11.93 %

Remarks: This abrasion is very high. Would advise use of high-class mortar if this gravel is used.

CC U S Bureau of Public Roads 2
Office L
R H Baldock
C B McCullough
Christ Funaros.

TESTING ENGINEER

September 13, 1922.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of the 8th inst., relative to estimate for the Baker Nelson Section, Oregon Project No. 86A. We will receive from you an estimate prepared by your office eliminating the railroad co-operation on the Unity Overcrossing, but have no record of ever having received a further corrected estimate eliminating the rubble masonry to be used in the construction of cattle passes.

We are correcting the estimates in this office, reducing the rubble masonry by 166 cubic yards, in accordance with your letter.

Very truly yours,

HERBERT WUNN
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSousa.

AP

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

September 8, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In reply to your letter of September 6, regarding estimate for Oregon Federal aid project No. 66, will advise that your estimate dated April 25, included 156 cu. yds. of rubble masonry which is to be used in cattle pass construction. The plans and summary sheet show these structures to be non-participating, and quantities of concrete and steel were omitted from the estimate prepared by you, but the masonry was apparently inadvertently included. The revised estimate prepared in this office, a copy of which was sent you, eliminates this non-participating item of 156 cu. yds. of rubble masonry.

Very truly yours,

C. H. Purcell

District Engineer.

Est. rec'd from P.P. Co-op.
No est. rec'd for items
of rubble Masonry.

RECEIVED
SEP 11 1922
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

September 5, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 66 (Baker-Nelson section) have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

G. H. Purcell

District Engineer.

RECEIVED
SEP - 6 1922
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2

State Oregon

Project No. 66

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

RECEIVED
SEP 6 1922
STATE HIGHWAY COMMISSION

RECEIVED
SEP 6 1922
U.S. DEPARTMENT OF AGRICULTURE
OFFICE OF PUBLIC ROADS
AND RURAL ENGINEERING
DISTRICT ENGINEER
District No. 1
PORTLAND, ORE.

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of July, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 21st day of January, 1922

a project statement, which was approved by the Secretary on the 10th day of April, 1922, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on April 12, 1922, and approved by the Secretary on the 4th day of August, 1922; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

one hundred sixty-five thousand, nine hundred sixteen and 15/100

dollars ($ 165,916.15) as the share of the United States payable under said act on account of said project, which does not exceed 51.1678 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State ... $107,736.70 and any additional amounts required, from sale of bonds authorized by legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920 (date and citation), appropriating ... dollars.
By act of the Legislature of

*(b) By the Count..... of ...
By tax levy or bond issue authorized by act of ... (date and citation).

*(c) ...

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point at the southeasterly limits of the city of Baker in Sec. 21, T.9S., R.40 E., W.M., and a point near the south line of Sec. 2, T. 12 S., R. 43 E., W.M., about 3.5 miles south of Durkee

terminal points, a distance of 26.95 miles, known locally as the Baker-Nelson Section of the Old Oregon Trail, Baker County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) The Highway Department hereby agrees that, with or without Federal Aid, at such time as the Secretary may determine the same to be necessary and in accordance with such plans, specifications, and estimates as may be required and approved by the Secretary or his authorized representative, it will increase the widths of surfacing and through fills on this project from that provided for under this agreement to widths of not less than 18 ft. and 22. ft. respectively.

(d) It is mutually agreed that the existing steel bridge over Alder Creek at survey station 1144 will be reinforced to meet the requirements for a 10-ton leading, and if deemed necessary by the Secretary or his authorized agents, will within five years be reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents; and the Durham undercrossing of the railroad at survey station 1234+50 and cattle passes at survey stations 1014+80 and 1185+50 will be constructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or said agents; and without Federal Aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of one hundred sixty-five thousand, nine hundred sixteen and 15/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of two hundred seventy-one thousand, three hundred eighty-five and 40/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $24,454.69 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

end of Nov. 9, 1921

.....

....

....

....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be suf-

In no event shall payment or payments made by the United States be in excess of [illegible] per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

.....

.....

.....

.....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

[SEAL.]

.....
(Title of officer.)

Acting Secretary of Agriculture.

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ..... (Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 4th day of August, 1922.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point at the southeasterly limits of the city of Baker in Sec. 21, T. 9 S., R. 40 E., W.M., and a point near the south line of Sec. 2, T. 12 S., R. 43 E., W.M., about 3.5 miles south of Durkee locally known as the Baker-Nelson Section of the Old Oregon Trail, Baker County, and designated in the records of this Department as Project No. 66, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ 271,585.40 as the total estimated cost of said project, and the sum of $ 165,916.15 as the share of the United States, payable under said Act on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 4th day of August one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting *Secretary of Agriculture.*

August 19th, 1922.

Mr. C. H. Purcell, Dist. Engr.,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Reference is made to the Project Agreement on the Baker-Nelson Section, Oregon Federal Aid Project No. 66.

Our records indicate that this Project Agreement was executed by the State Highway Commission and returned to you on July 7th. Will you please advise as to what may be delaying this, and the possible date of its execution by the Secretary, in order that we may begin to claim the Federal co-operation now due. A good deal of work has been done on this project, and the amounts involved are very appreciable.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeCoux

AF

Form No. 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
MAY 9 1922
OREGON
STATE HIGHWAY COMMISSION

Date May 8

Job Name Baker-Vale Sec

Week from April 30 to May 6

Mail Address Vale

Highway Old-Oregon Trail

Telegraph or Telephone Address "

County Baker Job Prefix 1-PD

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor has a head of teams on the work grading on miles 4-5-10-13-18-19-24
He expects to complete the light grading by July 1st. Next week will begin installing 30ft Pipe Culvert. The Mentzer Invest will have a man here Monday morning to look over the situation in regard to moving their plant at Unity.
The Idleline Company Engr went over the line on the 4th and 5th and staked some of their poles. Moved within the next few days

Signed [signature]

Title RE

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 26.9

Miles completed

Miles completed except finishing 1/2

Miles covered by contractor's forces 7

Miles cross-sectioned 6

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party 1

Contractor's average force for week 64 men,

32 teams, steam shovels

Grading work will be completed about Sept –

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about Dec – 1st –

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 1-PD Percentage 100%

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

PR-66

April 28, 1922

Canadian Bank of Commerce,
Portland, Oregon.

Attention Mr. C. Case, Pro Manager.

Gentlemen:

Receipt is acknowledged of your letter of April 26, 1922, relative to Copenhagen Brothers, who have a state highway contract on the Baker-Haines Section of the Old Oregon Trail in Baker County.

We have paid up to date all estimates due this company which have been submitted by the field engineer. The last payment was made on April 10th which amounted to $5,970.44. We have retained at the present time approximately $1,000.00.

There is still some work to be done to complete this contract, but our last information is that there are no men working at the present time, consequently no estimates have been turned in. If this work is not completed in a very short time we will feel it necessary to call upon the surety on the bond to complete it.

This is all the information we can give you on this subject at the present time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LM

...merce

...rand, Oregon, April 28th., - - - - 192 2.

RECEIVED
APR 29 1922
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,

Salem, Oregon.

Dear Sirs:-

Kindly advise us when and the amount of the next payment you expect to make to Messrs. Copenhagen Brothers on account of contract recently completed by them. We have taken this matter up several times over the Telephone, and to date the necessary funds do not appear to have been paid to this firm.

Thanking you in anticipation for any information you can furnish us in this matter, we remain,

Yours truly,

H. Case

pro Manager

CC-B

April 9th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 66

Dear Sir:

Herewith we are sending you six copies each of Estimate of Cost and Unit Price Analyses on the Baker-Nelson Section, Oregon Federal Aid Project #66.

Yours very truly,

[redacted]
State Highway Engineer.

By

Dic. by J.W. DeCamp Office Engineer.
CMC
Encls

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 66

Baker-Nelson Section of the Old Oregon Trail in Baker County
(Estimate with plans. Not as basis for project Agreement.)

26.95 miles of Grading & Surfacing — Salem, Ore., April 8, 1922

		Clearing & Grubbing			200.00
All Required		Common Excavation		.22	24,530.00
111,500	Cu. Yds.	Intermediate "		.45	28,125.00
62,500	" "	Solid Rock "		1.00	40,400.00
40,400	" "	Overhaul		.05	3,750.00
75,000	Sta. Yds.	12" Culvert Pipe		1.25	3,000.00
2,400	Lin. Ft.	18" " "		2.25	3,825.00
1,700	" "	24" " "		3.75	2,362.50
650	" "	30" " "		4.50	1,395.00
810	" "	36" " "		5.25	3,780.00
720	" "	12" Siphon Pipe		1.75	472.50
270	" "	18" " "		3.00	120.00
40	" "	Class "A" Concrete		23.00	7,360.00
320	Cu. Yds.	Metal Reinforcement		.07	2,100.00
30,000	Lbs.	Rubble Masonry		10.00	5,500.00
550	Cu. Yds.	Rip Rap		2.50	125.00
50	" "	Screened Gravel Surfacing		1.44	20,160.00
14,000	" "	Broken Stone Surfacing		1.90	51,300.00
27,000	" "	Crushed Gravel Surfacing		1.90	21,850.00
11,500	" "	Filler		.25	2,000.00
8,000	" "				$ 222,466.00

Structures at Stas 331 - 988 and 1231

322	Cu. Yds.	Class "A" Concrete	23.00	7,406.00
20,200	Lbs.	Metal Reinforcement	.06	1,212.00
660	Cu. Yds.	Excavation	2.00	1,320.00
70	" "	Excav. below plan elev.	5.00	350.00
				$ 10,288.00

Pritchard Creek Bridge: Sta 1206 - 50

128	Cu. Yds.	Class "A" Concrete	23.00	2,944.00
14,800	Lbs.	Metal Reinforcement	.06	888.00
53,000	"	Structural steel	.08	4,240.00
280	Cu. Yds.	Excavation	2.00	560.00
30	" "	Excav. below plan elev.	5.00	150.00
				$ 8,802.00

Unity Overcrossing: Sta 1006

200	Cu. Yds.	Class "A" Concrete	23.00	4,600.00
35,000	Lbs.	Metal Reinforcement	.06	2,100.00
240	Lin. Ft.	Concrete Handrail	4.50	1,080.00
100	Cu. Yds.	Excavation	2.00	200.00
10	" "	Excav. below plan elev.	5.00	50.00
1,300	" "	Excav. to widen R.R. cut	.75	975.00
150	" "	Backfill	.65	97.50
				9,102.50

Sub-total 250,647.50

Baker-Nelson Con't

Sub-total	250,647.50
10% Engr. & Cont.	25,064.75
	$ 275,712.25

Cost per mile 10,230.51

State Funds available	$107,150.80
Federal Aid Requested	168,561.45
	$275,712.25

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 64

Baker-Nelson Section of the Old Oregon Trail
in Baker County.

Unit Price Analysis of Broken Stone or Crushed Gravel Surfacing

Royalty	.05
Quarrying, stripping, etc.	.35
Crushing	.47
Hauling, 2.22 mi. @ 22¢	.50
Prep. Subgrade and spreading	.10
Overhead & Superintendence	.18
	1.65
15% Profit	.25
Estimated bid price	$1.90

OREGON STATE HIGHWAY DEPARTMENT — Project No. 66

Baker-Nelson Section of the Old Oregon Trail
in Baker County.

Unit Price Analysis of Screened Gravel Surfacing

Royalty	$.05
Stripping	.03
Screening	.35
Hauling, 2.65 mi. @ 22½¢	.60
Preparing sub-grade & spreading	.10
Overhead & Superintendence	.12
	1.25
15% Profit	.19
Estimated bid price	$1.44

COPY

United States Department of Agriculture.
Bureau of Public Roads
District No. 1.

Ore. F. A. No. 56. February 13, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On Federal Aid project No. 66, Baker Nelson Section of the Old Oregon Trail, there is an existing steel truss bridge on concrete foundations crossing Alder Creek at Station 1144, erected by the Coast Bridge Company in 1912.

This structure is apparently in fairly good condition, but as we have no plans we are unable to make a statement as to the load for which it was designed. From our experience with similar structures we doubt if this one will meet the requirement for even a 10 ton loading, and before we recommend the project for approval we desire a letter from the State agreeing that if the plans of this bridge which must be submitted with the road plans do not show the strength for a 10 ton truck loading, that a new bridge will be built at this point, with or without Federal Aid as a part of the project or that revisions will be made to bring the structure up to this minimum strength. Unless the bridge comes up to present state standards, and there is little, if any, possibility that it will, we believe ultimate replacement should be agreed upon at this time, say within five years, and a clause to this effect would be inserted in the Project agreement.

Please let us hear from you in regard to this matter as soon as possible.

Very truly yours,

C. H. PURCELL,

District Engineer.

By C. L. McKesson,
Acting.

Recommend that span 1= ... and ... (think this ... for four years ... approved)
WLC

February 8th,1922

Mr.R.H.Baldock,
Division Engineer.
La Grande, Oregon.

PR #66

Dear Sir:-

Reference is made in your letter of February 6th, in regard to roadbed widths for the Baker - Nelson Section of the Old Oregon Trail.

Your understanding of our recent correspondence, in regard to this matter is entirely correct. The changes in widths of roadbed being intended to apply to only the seven miles of relatively heavy work. It is not intended that any reduction be made in the roadbed widths over the other twenty-one miles of the project.

Yours very truly,

HERBERT HUNT

State Highway Engineer,

By

Office Engineer.

RHD.EL

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]EON, PORTLAND
W. B. BARRATT, [illegible]EPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
February 6, 1922.

F. A. Project 66-
Baker - Nelson Section.

[illegible] FEB 8 1922
STATE HIGH[illegible]NEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Replying to your communications of the second and third instant with regard to increase in roadbed widths on the Baker - Nelson section of the Old Oregon Trail in Baker county.

In speaking of roadbed widths in cuts, the widths hereafter referred to include ditches. On receipt of your letter of the third I started changing the 7 miles based on a roadbed width of 20' cut and 18' fills to a roadbed 22' in cuts and fills. Your letter of the third stated that the roadbed width in fills should be 20 feet. However, I am working on the assumption that you refer only to the 7 miles through heavy work.

The section approximately 21 miles in length, which is balanced on a basis of 22' in cut and fill, is through very light woek and I recommendd that it stand as at present in view of the comparatively small saving in cost in reducing the fills of 20' width, and the time and engineering expense to make this change. There is approximately 7 miles of narrow section and 21 miles of wide section. If we change only the narrow section it will take about one week, whereas, if we change the entire section it will take a little over three wecks.

In other words, unless advised by your office to the contrary, we will leave those sections alone which are 22' cut and fill and change those sections which were 20' in cut and 18' in fill, to sections 22' in cut and 20' in fill. You have a copy

COMMISSIONERS

K. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker- Nelson- FA 66- H Nunn- .2

of the roadbed sections in my letter to your of January 25th.

I would appreciate your early reply in this regard in order that we may get this estimate out as soon as possible and not do any unnecessary work.

Very respectfully,

R H Baldock

RHB V

Division Engineer.

February 2nd, 1922.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

File PR 66

Dear Sir:

Receipt is acknowledged of your letter of the 25th ultimo relative to the Baker-Nelson Section, Oregon Federal Aid Project No. 66.

The project statement for this section has been submitted to the Bureau of Public Roads and we are now ready to proceed with the preparation of the plans. For this purpose it will be necessary that we have a 100 feet map, and the cross sections on the project, in addition to the profile already in this office.

On the seven miles which you mention in your letter, it will apparently be necessary to revise the quantities as the Commission has agreed to use throughout the project a minimum section of 22' on fill and 18' between ditches in cuts.

to

We are today sending you, under separate cover, one blue print set of the profiles on the project, and we would suggest that you indicate thereon any apparent grade changes which will be required on account of the change in roadbed widths.

You state that you have available the cross sections on project. We would suggest that you either replat the new roadbed sections and refigure the quantities, or else forward the cross sections to this office and we will do the work in here.

Yours very truly,

HERBERT [redacted],
State Highway Engineer,

Dictated by J.W. DeCoux

By

GMC

Office Engineer.

...EUGENE, CHAIRMAN
...YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
January 25, 1922.

RECEIVED
JAN 26 1922
STATE HIGHWAY ENGINEER

1 VE-

OR66

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to your communication of the twentieth instant with regard to submission of the Baker - Nelson section of the Old Oregon Trail in Baker county, to the Federal Government for cooperation as a Post Road Project.

I received your 2000' scale map but it had no record of alignment. I have shown approximate alignment in yellow. I am also sending a 4000' sketch map, which is plotted from co-ordinates and is very accurate for that scale. The 2000' map which you submitted has some errors in the section lines and the location of the railroad. I presume this was made up from county maps. As soon as you require it I will furnish you with a 100' scale map and cross sections of this project.

In regard to the roadbed widths it was a surprise to me that there was a 20' roadway section shown. It had been decided to work this up as a Class "C" section, using 10' in cut and 9' in fill in heavy work, and 11' in cut and 11' in fill in light work, corresponding to sections numbers 1 and 3 shown on profile, which had the approval of your office.

...OTH, EUGENE, CHAIRMAN
...YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

1 VE- H unn- 2-

I am at a loss to understand where the section number 2, showing 20' roadway or 24' roadbed, including ditches, appears on profile. The tracing of the profile was made in your office, and if the original shows those roadbed widths I will acknowledge error in having passed the profile through this office showing erroneous widths. However, I believe the mistake was caused in confusing roadbed and roadway. The section should be 20' roadbed in thorough cuts, including ditches, which would give a 16' traveled roadway. I should have noticed this when you returned the blue print of the profile sometime ago. I am inclosing herewith a list of the different widths of roadbed, including ditches, which were used on this section. These were checked from the cross sections and are correct.

You will note there is approximately 20 miles of 22' roadbed, including ditches, and approximately 7 miles of 20' roadbed, including ditches, the latter in heavy work. The Federal Government may require the 7 miles to be worked up on a 22' roadbed beasis. If you desire this done in this office please advise.

The "C" roadbed section was used on the Cabbage ...d, Kamela - Hilgard and Nelson - Huntington sections of the Old Oregon Trail. I believe this will prove sufficient for many years to come. The location was based on the idea of a permanent grade line so that at some future date the roadbed could be widened and curvature eliminated without loss of expenditure on grading and surfacing. In the meantime we will be able to get a much greater mileage for the moneys expended, and the road finances of the State will probably be able to care for widening as betterment work without

...OOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

1 VE- H Nunn- 3-

any undue strain. I believe if the Federal Engineers could see that the roadbed width is only transitory, while the grade is permanent, and that additional width could be added when required, they would cooperate as the survey now stands.

Very respectfully,

R H Baldock

R H Baldock
Division Engineer.

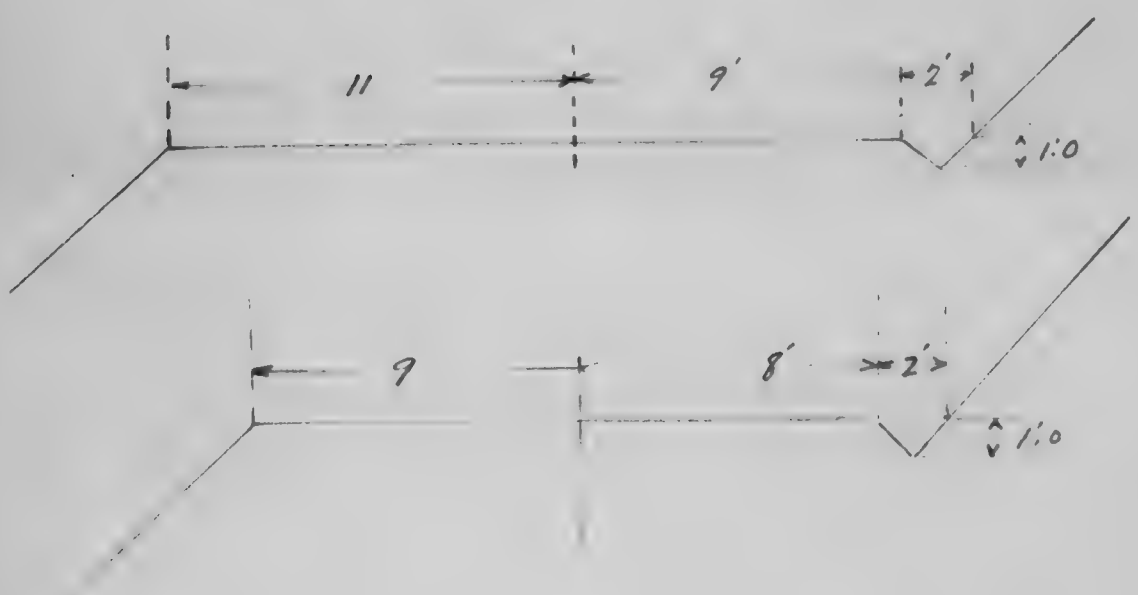
RHB V

P. S. Map sent under separate cover.

1-25-22

Roadbed sections used in working up the preliminary plans for the Baker - Nelson section of the Old Oregon Trail in Baker county:

Station	to	Station.	Width, including ditches: Cut.	Fill.
0 ≠ 00		44 ≠ 50	10	9
45 ≠ 00		137 ≠ 00	11	11
137 ≠ 50		140 ≠ 00	10	9
140 ≠ 50		234 ≠ 00	11	11
234 ≠ 50		326 ≠ 00	10	9
326 ≠ 50		436 ≠ 50	11	11
437 ≠ 00		474 ≠ 00	10	9
474 ≠ 00		482 ≠ 50	11	11
483 ≠ 00		508 ≠ 50	10	9
509 ≠ 00		660 ≠ 00	11	11
660 ≠ 50		756 ≠ 50	10	9
757 ≠ 00		778 ≠ 00	11	11
778 ≠ 50		794 ≠ 50	10	9
795 ≠ 00		926 ≠ 00	11	11
926 ≠ 50		932 ≠ 50	10	9
933 ≠ 00		964 ≠ 00	11	11
964 ≠ 50		980 ≠ 00	10	9
981 ≠ 00		1010 ≠ 50	11	11
1011 ≠ 10		1043 ≠ 00	10	9
1043 ≠ 50		1425 ≠ 50	11	11



SHC says will cost

about $15,000 more to meet Fed aid

req.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....Ore. F. A. No. 66

POST OFFICE BUILDING.
PORTLAND, OREG.

February 13, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On Federal Aid project No. 66, Baker Nelson Section of the Old Oregon Trail, there is an existing steel truss bridge on concrete foundations crossing Alder Creek at Station 1144, erected by the Coast Bridge Company in 1912.

This structure is apparently in fairly good condition, but as we have no plans we are unable to make a statement as to the load for which it was designed. From our experience with similar structures we doubt if this one will meet the requirement for even a 10 ton loading, and before we recommend the project for approval we desire a letter from the State agreeing that if the plans of this bridge which must be submitted with the road plans do not show the strength for a 10 ton truck loading, that a new bridge will be built at this point, with or without Federal Aid as a part of the project or that revisions will be made to bring the structure up to this minimum strength. Unless the bridge comes up to present state standards, and there is little, if any, possibility that it will, we believe ultimate replacement should be agreed upon at this time, say within five years, and a clause to this effect would be inserted in the Project agreement.

Please let us hear from you in regard to this matter as soon as possible.

Very truly yours,

C. H. PURCELL
District Engineer

Per
Acting

ANSWERED
S. H. Purbert

FEB 14 1922
STATE HIGHWAY ENGINEER

STATE Oregon

PROJECT NO. 66
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) January 21, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1920,

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance.

1. Local name of road Baker-Nelson Section
2. Located between Baker and Ontario, County of Baker
3. Points of beginning and ending From a point 800 ft from the city limits of Baker to a point 35 miles south of Durkee
4. Length in miles (gross) 36.40 (net) 36.40

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—1256

Miles of project used as post route ____None____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Sparsely settled agricultural, grazing and mining district.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each ____None____

8. Tolls collected on roads or bridges on this project, if any ____None____

9. Is project part of State's five-year program heretofore submitted? ____No____

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Old Oregon Trail. Proposed Federal Aid Primary Highway.

11. Improved roads adjacent or contiguous and type of each Earth road on north. Section graded on south. Section on south is proposed for Federal Aid on surfacing.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks ____2____, (*b*) passenger motor vehicles ____50____, and (*c*) horse-drawn vehicles ____2____

13. Local traffic, approximate average daily number of (*a*) trucks ____5____, (*b*) passenger motor vehicles ____10____, and (*c*) horse-drawn vehicles ____5____

14. Description and present condition of traveled way Unimproved earth road. Several bad grade crossings. Present grades steep and narrow.

5—4366

15. Proposed width of surfacing 24; feet between ditches 18' min; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading & Surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project At various points on the line. All short haul.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet
Unity overcrossing Sta 1005 - 116' Reinf Conc Viaduct, 60' steel span,
(Designate each by the same distinguishing marks as on sketch map.)
Sta 1207, Unity Undercrossing Sta 1265 (Will be constr by RR)

19. State's share of cost of construction will be provided by State
(State or (and) county.)

20. Amount of funds which are/will be available for construction: (a) State $107,736.70 and any additional amounts required. Sale of bonds authorized.
(Amount.) (Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State
(State or (and) county.)
from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $107,786.70 and any additional amounts required. Sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard form of contract and contractor's bond.

...nce estimate of cost of project:

...Made by..... Date ....., 19....

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ...% rock				
68,700	Sq. yds.	Surfacing of Broken Stone	2	00	97,000	00
All Required		Clearing & Grubbing			1,000	00
115,200	Cu. Yds	Common Excavation		25	28,025	00
32,000	" "	Intermediate "		45	25,425	00
31,000	" "	Solid Rock "	1	05	32,550	00
65,200	Cu Yds	Overhaul		05	3,260	00
00	Cu Yds	Rip Rap Structures of 20' span or under	4	00	350	00
2		Structures over 20' span			26,000	00
0.4	M-FBM	Timber Other items	100	00	60	00
2,500	Lin Ft	15" Culvert Pipe	2	00	5,000	00
1,200	" "	18" " "	3	00	4,200	00
630	" "	24" " "	4	00	2,520	00
400	" "	30" " "	6	00	2,400	00
450	" "	36" " "	7	50	3,375	00
360	Cu Yds	Rubble Masonry	12	50	4,500	00
405	" "	Class "A" Concrete	30	00	12,150	00
22	" "	Class "B" Concrete	25	00	550	00
25,000	Lbs	Metal Reinforcement		10	2,500	00
			Subtotal		252,135	00
			10% Engineering and Contingencies		25,113	00
			Total		277,248	00

Length, 26.48 miles.

Cost, $ 10,473.88 per mile.

This estimate approved by:

Office Engineer
(Title)

26. Amount of Federal aid desired $169,561.80
(State in lump sum or percentage, but not both.)

8—4256

t desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION,
(Official title of Highway Department.)

By

Chairman,
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

8—2366

ON TRAIL
SECTION

CONTRACT # 536

SEE:

CONTRACT # 386

536 SEE: Contract 38

CONTRACT # 544

CONTRACT # 544

PR 57 Monmouth-Benton Co. Line 1921-1924

544 Folder # 1

Form No. 39—22252—6M—8-22

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUL 1 1922

Date June 30, 1922

Job Name Monmouth

Week from 23 to 28

Mail Address Corvallis

Highway Coast Line

Telegraph or Telephone Address "

County Polk Job Prefix 37 PC

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Trench 500 lin. ft for the week.
Mixer at 1163+00 Line drawn.
Clear brush at 1200 Line 29th to
water gap.

Contractor finished Set
Forms 1100 lin. ft drainage
Also Contractor took to keep pavement
wet 10 days behind mixer or else
have enough to
thoroughly wet it

Hauled with army trucks
Approx 75 c.y. per day from Pit

NOTED
J. S. SAWYER

(See back of this sheet for instructions and detailed information.)

Signed Albert Brant

Title C.E.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*
..... *teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

0957

June 28, 1924.

Mr. A. S. Benson,
1301 Yeon Building,
Portland, Oregon.

My dear Mr. Benson:

A prompt response to yours of June 17th has been prevented by my absence on an extended inspection trip in Eastern Oregon.

Relative to the paving between Monmouth and Corvallis, would say that at the present time there is approximately 3.7 miles unpaved but which is now under construction. This section extends from the Luckiamute River to Monmouth and the paving crew is working on the Luckiamute River end, laying on an average about 400 feet per day. Counting the time for curing, it will probably be October 1st before this job is open for travel throughout. In the meantime, however, as sections are opened up, the length of the detour will be materially decreased.

Thanking you for your interest in the work, I am

Very truly yours,

State Highway Engineer.

RAK:HI

Offices of
S. Benson
Yeon Building
Portland, Oregon

JUNE 17,1924.

MR. ROY A. KLEIN,
SALEM,OREGON.

My Dear Mr. Klein:-

Will you please advise me when paving will be completed between Monmouth and Corvallis, and the number of miles finished at present, and what is the number of miles of road to be paved.

Last Monday I drove from Eugene to Portland per the West Side and was compelled to make a long detour between these points. The detour was in good going condition, but I was unable to secure information regarding completion of the improvement of the main road.

With sincere best wishes, I am,

Very truly yours,

O. S. Benson.

PTP-57

April 14, 1924.

Mr. Ernest Walker,
Lenox, Oregon.

Dear Sir:

We expect to get started on the Monmouth South paving work on or about April 21st, and wish at this time to offer you a position as second inspector in the same capacity that you worked last season. If you care to accept, wire our Mr. H. B. Glaikyer here, and be ready to report on the job Monday next.

Yours truly,

Division Engineer.

JSS:KH

CC to H. B. Glaikyer, O f f i c e.

FORM S 31937 SM-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. M. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

April 14, 1924.

Mr. Ernest Walker,
Landax, Oregon.

Dear Sir:

We expect to get started on the Monmouth South paving work on or about April 21st, and wish at this time to offer you a position as second inspector in the same capacity that you worked last season. If you care to accept, wire our Mr. H. B. Glaisyer here, and be ready to report on the job Monday next.

Yours truly,

Division Engineer.

JSS:RR

CC to H. B. Glaisyer, O f f i c e.

NOTED
H. B. GLAISYER

OG 57

February 26, 1924

Cummins & La Pointe,
McMinnville, Oregon.

Gentlemen:

Your request for extention of time on contract No. 544 for the construction of the Monmouth-Benton County Line Section of the West Side Highway in Polk and Benton Counties, was considered at the meeting of the Commission on January 10th and the following action was taken:

"Cummins & La Pointe, contract No. 544, Monmouth-Benton County Line Section of the West Side Highway in Polk and Benton Counties, requested an extension of time to October 31, 1924. In view of the difficulty which the contractors had in securing materials during the 1923 working season, the engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Very truly yours,

State Highway Engineer.

RAK:LH

Suver, Oregon R. F. D.
January 12, 1924

Maxwell Smith
PR 57

To The State Highway Commission,

Salem, Oregon,

Gentlemen;-

We the undersigned are farmers and residents of the southern part of Polk County, wish to call your attention to the condition of the West Side Highway on that portion known as Bollick Cut, on the north side of the Luckiamute River and next to the approach of the bridge over this river. This road bed as left in this cut is soft and by continous regraveling and work such as you have been giving is passable for touring cars, but is also being used by the heavy trucks, which cut through the gravel and frequently stall and tear out the bed, so it is not safe or passable for touring cars.

NOTED R.A.K.

We therefore protest against the use of this portion of the road bed during the winter months by these heavy trucks, and ask you to pass an order prohibiting the use of this portion of the highway by the heavy trucks;

E. J. Steele

Geo. Fleischmann

P. B. Branch

Salem, Oregon,

Gentlemen;-

We the undersigned are farmers and residents of the southern part of Polk County, wish to call your attention to the condition of the West Side Highway on that portion known as Bellick Cut, on the north side of the Luckiamute River and next to the approach of the bridge over this river. This road bed as left in this cut is soft and by continous regraveling and work such as you have been giving is passable for touring cars, but is also being used by the heavy trucks, which cut through the gravel and frequently stall and tear out the bed, so it is not safe or passable for touring cars.

We therefore protest against the use of this portion of the road bed during the winter months by these heavy trucks, and ask you to pass an order prohibiting the use of this portion of the highway by the heavy trucks;

NOTED
R.A.K.

E. J. Steele
Geo. Fleischmann
Jas. L. Chamberlain
W. J. Green
[illegible]
[illegible]
[illegible]
[illegible]
Fred N. Stump
[illegible]
[illegible]

P. O. Branch

NOTED
J. S. SAWYER

RECEIVED
JAN 17 [illegible]

3156

Dec. 17, 1925.

RQ57

Mr. R. A. Klein,
State Highway Engineer,
O f f i c e.

Dear Sir:

Attached hereto please find application and consent of the surety for an extension of time to October 31st, 1926, on the Cummins & La Pointe contract #544, Monmouth-Benton County Line Section of the West Side Highway in Polk and Benton Counties. Would respectfully recommend that this extension be granted without penalty.

Yours truly,

J. B. Sawyer,
Division Engineer.

JBS:ER

Enclosure

PR57.

December 1, 1928.

Cumming & La Pointe,
McMinnville, Oregon.

Gentlemen:

This letter is tomdvise you that the time limit on your contract No. 544, Monmouth-Benton County Line Section of the West Side Highway in Polk and Benton Counties, expired on October 31, 1928.

Your estimate No. 6 for work done to November 20th is now being passed for payment and will be paid. However, before further payments can be made on this contract it will be necessary to have your written application for further extension. This application must be accompanied by the written endorsement of your surety on the bond furnished in connection with the above contract.

Kindly give this matter your early attention.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

Dict. by J. McFarland.

CR-57

October 5, 1923.

Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Gentlemen:

Herewith we are returning to you four copies each of Intermediate vouchers on projects #57, #94, and #98, and final voucher on Project #83.

Oregon #57 - Monmouth - Benton County Line Section. This voucher is corrected from $16,330.53, to $15,702.89.

Oregon #98 - Otter Rock - Agate Beach Section. This voucher is corrected from $4,431.21 to $5,431.21.

Oregon - #94 - Coquille - Fat Elk Creek. Your letter states that the Federal Aid claimed should be 57% instead of 58%. The agreement estimate and the project agreement give an estimated cost of $74,800, on which the Federal Aid is $43,468.21. This figures to a Federal pro rata share of 58.11258%. Our previous estimates were figured on a 57% basis, on account of a confusion in the price of Common Excavation.

The voucher is returned corrected from $2,683.13 to $2,683.13, on account of your previous correction on Voucher No. 2.

Oregon #83 - Lamms-FortKlamath. The original voucher showed a total of 19.544 M-FBM lumber and timber. This was a typographical error, as the final estimate shows 19.554 M-FBM, and our voucher was prepared and calculated upon this quantity. This eliminates the corrections and extensions which you made, and the voucher is returned to you without change in the total amount.

Please accept this letter as formal authority for the signature of Federal Aid Vouchers by J. W. DeSouza.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

(dict. by J. W. Desouza / TV)

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

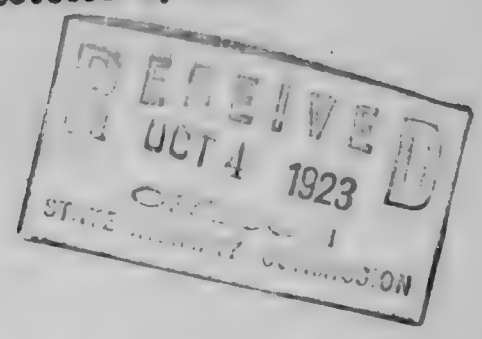
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

October 3, 1923.



Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are herewith returning in quadruplicate the vouchers on the following projects: Oregon #57 - #98 and #94. Also final voucher on #83.

Oregon #57 - intermediate voucher No. 2. It is noted that payment is claimed on a total of 25,900 lbs bar reinforcement, whereas the project agreement estimate calls for 10,000 lbs. It will be necessary to hold amounts above the agreement estimate until the final voucher.

Oregon #98,-intermediate voucher No. 4. This voucher is returned for correction as it is noted that the amount as claimed is $4,431.21 instead of $5,431.21.

Oregon #94 - intermediate voucher No. 3. It is noted that Federal Aid of 58% is claimed while the correct percentage should be 57%. Also when voucher No. 2 was forwarded the pro rata share of the United States was corrected in this office to read $5,351.75 instead of $5,371.75, this evidently being a typographical error. Kindly change previous payment on voucher No. 3 to read $5,351.75 instead of $5,371.75 as shown.

Oregon #83 - Final voucher. This voucher is being returned for correction. It will be noted that errors in extension have been shown in pencil on our office copy. Kindly correct and return.

Referring to F. A. #95 - intermediate voucher No. 4. It is noted that the quantity of 18" X 18" cedar culvert is shown as 624.55 lin ft., whereas the field estimate, also the computations, show this as 624.25 lin ft. As this is evidently a typographical error we are changing the voucher to read 624.25 lin ft. and forwarding for payment in the amount as claimed.

We are in receipt of intermediate voucher No. 3 on Ore. F.A. #97. It is noted that this voucher is signed by Mr. DeSouza for Mr. Probert. Before forwarding for payment it will be necessary for you to furnish us with authority for Mr. DeSouza to sign Federal Aid Vouchers.

Yours very truly,

C. H. Purcell
Acting District Engineer

Leavens & Howard

September 26, 1925.

RR 57

Leavens & Howard,
331 Couch Street,
Portland, Oregon.

Attention Mr. Seth Leavens.

Gentlemen:

In reply to your letter of the 24th inst. requesting the amount and date of our last payment to Cummins & La Pointe for paving the Monmouth-Benton County Line Section of the West Side Highway in Polk County, please be advised that our last payment to them was on September 21, 1925, in amount $3,077.35. This covered work up to August 20th.

Payments for work done up to September 20th will be made within the next week or ten days. We do not know at the present time just what the amount of this next payment will be.

The retained percentage on this contract todate amounts to $3,954.20.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

GEO. F. HOWARD
SETH LEAVENS

Leavens and Howard, Inc.

SEWELL CUSHION WHEELS
THE RESILIENCY IS BUILT IN THE WHEEL

TELEPHONE
BROADWAY 3334

DISTRIBUTORS

FEDERAL PNEUMATIC TIRES
BLUE PENNANT CORD
RUGGED TRUCK CORD
EXTRA PLY FABRIC
TRAFFIK FABRIC

GOODRICH TRUCK TIRES
REGULAR SOLID - DE LUXE SOLID
DE LUXE TRACTOR TYPE
SEMI-PNEUMATIC
HEAVY DUTY CORD

331 COUCH STREET
NEAR BROADWAY

PORTLAND, OREGON.

#644

Sept. 24, 1923.

State Highway Commission,
Salem, Oregon.

RECEIVED
SEP 25 1923

Gentlemen:-

Would you please be kind enough to advise us the amount and date of your last payment to Cummins & LaPoint on the highway job from Monmouth to the Benton County line?

Also if they have any other estimates in that have not yet been taken care of.

Thanking you in anticipation of your kindness, we beg to remain

Very truly yours,

LEAVENS & HOWARD, INC.

Seth Leavens

Last est was for work to Aug 31th, inclusive, $3077.85. This is an estimate in now for work to Sept. 20th and will be paid with 10 per cent not now withheld. Amount is $3954.20

Sept- 21- 23

ANSWERED
H. B. G.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

CPR 57

NOTED
R.A.K.

Date ....., 192....

Job Name .....

Week from ..... *to* .....

Mail Address .....

Telegraph or Telephone Address .....

Highway .....

Express and Freight Address .....

County..... *Job Prefix*.....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

RECEIVED
AUG 20 1923
COMMISSION

Signed .....

Title .....

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed 1.51

Average daily sq. yds. this week 435

Miles shoulders completed both sides .....

Contractor's average force for week ..... 26 .....men,

..... teams, ... 4 .....trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

July 31, 1923.

Mr. H. B. Fletcher,
Resident Engineer,
Independence, Oregon.

PR #57

Dear Sir:

It is noted that in your monthly estimates in connection with the paving of the Monmouth-Benton County Line Section, you are showing no statement of the quantities of cement furnished to the contractor.

Please hereafter include this information in your estimates in accordance with the instructions printed upon the back of the estimate form.

The making of deductions for cement furnished is a very important matter as the cost of the cement is almost fifty per cent of the total cost of the work.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:AP

April 5, 1923

97-PE ORR 6-7

Vinton & Toose,
Attorneys at Law,
First National Bank Building,
McMinnville, Oregon.

Dear Sirs:

In response to your request of March 28th I am handing you herewith copy of the minutes of the Commission meeting of March 12, 1923, which I think will best answer your question relating to the modification of the Cummins & La Pointe contract on the Monmouth job.

It is my understanding that since the date for the hearing before the Supreme Court was advanced, that the contractors will defer the major part of the work, which they had planned to do, for the present. We are expecting that a decision will be handed down not later than the 17th of April. Mr. Devers is very hopeful of the outcome.

Very truly yours,

State Highway Engineer.

RAK:LM
Encl.

WALTER L. TOOZE, JR.

VINTON & TOOZE
ATTORNEYS AT LAW
ROOMS 9-10-11-12 FIRST NATIONAL BANK BLDG.
McMINNVILLE, OREGON

March 28, 1923.

Mr. Roy Cline,
Salem, Oregon

Dear Mr. Cline:

Please send us a copy of the modification of the Cummins LaPointe contract on the Monmouth job. Thanking you in advance for this kindness.

Yours very truly,
Vinton and Tooze
By W. J. Vinton

V/O

W. T. VINTON

WALTER L. TOOZE, JR.

PRS7

VINTON & TOOZE

ATTORNEYS AT LAW

ROOMS 9-10-11-12 FIRST NATIONAL BANK BLDG.

McMINNVILLE, OREGON

March 9, 1923

Mr. Roy Cline,
Clerk of the State Highway Commission,
Salem, Oregon

Dear Mr. Cline:

After our meeting with the Governor yesterday at his office in Salem in regard to the contract of Cummins and LaPoint to build and complete that section of the Pacific Highway leading south from Monmouth to the Benton County hard surface pavement, we have concluded to put into writing our convictions and conclusions gathered from that meeting.

The location of the road has been questioned by some of the people in Independence, and the case is now pending in the Supreme Court of this state. A decision of the court in favor of the present location would leave a binding contract between the state and Cummins and LaPoint, for said work. An adverse opinion would leave our firm with the material assembled, and work done without any legal method of collecting for services and materials used. This firm does not feel that it should assume the liability of proceeding further with the construction of said road in furnishing materials and taking the chance of loosing all its money expended in the construction thereof.

We have taken the contract on a close margin and would like to proceed with the construction of the same. We feel that we could build the road equally as good in quality, if not better than the one we constructed from Aurora to Canby on the east side of the Pacific Highway, and with the State Highway Commission and the engineering department cooperating with the firm, make a small margin, but with the attitude that Governor Pierce appeared to have yesterday in his office, we do not feel justified in proceeding with the construction of said road. He remarked that he would soon have a new commission, and that he would see that not one cent of money was paid to the contractors for their work, and materials furnished on the road, should the Supreme Court reverse Judge Kelly's decision as to the location of the road, and that the only recourse the contractors had, if any, would be by an action against Commissioners Booth and Yohn, who awarded the contract.

Even though that could be done, we will not proceed with the contract, ~~and expect to secure against~~ men who have devoted their time and talent without charge for the rebuilding of the great state of Oregon have worked,

VINTON

WALTER L. TOOZE, JR.

VINTON & TOOZE
ATTORNEYS AT LAW
ROOMS 9-10-11-12 FIRST NATIONAL BANK BLDG.
McMINNVILLE, OREGON

March 9, 1923

We have purchased now for the construction of said road the expansion joints at the contract price of $3500.00, and they have been manufactured and are now in transit. The vendor has thus far refused to cancel the contract, as you will see by letter we are enclosing.

The steel has been purchased, but the firm does not feel it will lose anything on the steel as it has advanced six dollars per ton since the purchase.

We have also purchased one roller at the price of $2700.00, one engine pump at the price of $345.00, and secured our bondsmen, and have, as you are aware, expended a considerable sum of money in gathering together the necessary information to make an intelligent bid, and your commission knows, as well as the engineering department, that the bid is very conservative, and an unfriendly commission or governor who superintends the commission, could easily so embarrass the contractor in the construction of said road as to cause him severe financial loss, the contract being for the sum of $250,000.00.

His request that no further steps be taken for the construction of the road until after the decision of the Supreme Court is rendered, leaves the contractors in the air, the summer passing and unable to bid on other work, and even though the lower court is affirmed which we hope and believe will be the fact, we would be delayed until the first of August before wecan assemble our necessary material and begin construction of said road. We have now, prior to the meeting of the governor at Salem, contracted for the construction of the two bridges which were awarded in the contract to this firm, and they must be allowed, if the work is completed in due time, to go forward with assembling their material. The postponement of the beginning of this work to August will greatly enhance the cost of the construction of the road.

Gravel and sand will be higher. We can now get labor at $3.20 per day, and by the first of August, it will be $4.00 or $4.50 per day. It would be impossible to complete the construction of the road under the terms of the contract, and it would necessarily have to be carried over to another year. And the added expenses necessary in carrying this over another year, and

VINTON & TOOZE
ATTORNEYS AT LAW
ROOMS 9-10-11-12 FIRST NATIONAL BANK BLDG.
McMINNVILLE, OREGON

WALTER L. TOOZE, Jr.

March 9, 1923

during another season, with the possibility of advances in prices of materials and labor, would eat up the anticipated profits in this contract and the company, if not taking a loss, would surely be working without any reward.

We, therefore, ask the commission to allow us at once to proceed with the contract of said road with a guarantee of payment for the services rendered and materials furnished, regardless of the decision of the Supreme Court, or a cancellation of our contract, leaving it with the commission as honorable men to determine what damages, we have already suffered.

We would like a meeting with the commissioners tomorrow if possible, to determine on the cancellation of this contract.

Sincerely yours,

Cummins and LaPoint
By E.E. Cummins

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT NO. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE NO.-----

March 9, 1923.

RECEIVED
Mar 10 1923
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon.

Gentlemen:-

It has come to our attention through the local press that a movement is under way to further delay the construction of Oregon Federal Aid project No. 57, (Monmouth-Benton County Line section of the West Side Highway).

We feel compelled to protest any further delay in the construction of this project. The record of this project shows that it was formally presented for approval as a Federal Aid project on November 26, 1921. The project statement was approved on May 24, 1922. On July 28, 1922, a cooperative agreement was finally executed by the State Highway Department and by the Secretary of Agriculture under which the State agreed to construct this project in accordance with plans previously submitted by the State and approved by the Bureau of Public Roads. Bids were opened with our approval on May 10, 1922, and very satisfactory bid prices secured.

By reason of litigation regarding funds involved, the State delayed the award of the contract during the season of 1922 and the project has remained in an uncompleted condition with Federal and State funds tied up. In the meantime, believing that the State would comply with its legal obligations, we have approved other projects upon this same highway which will not properly serve the public until the Monmouth-South and Holmes Gap-Rickreall sections are completed. On November 24, 1922, the State Highway Department, apparently with the intent to carry out their agreement with the Government,

IT IS HEREBY DECLARED to be the policy of the State

entered into a contract with the firm which had made the low bid for the work and, from press reports, it now appears that these contractors are being asked to hold up construction until the Supreme Court passes upon some point already acted upon by the lower court.

These repeated and unnecessary delays are preventing the completion of this highway upon which several hundred thousand of of Federal Aid has already been spent. If the contractor is now prevented from getting an early start the project, 12 miles in length, cannot be completed this season. The public will be denied the benefit of the full use of projects already constructed and it will probably be necessary to re-advertise the work later on, at which time much higher prices may reasonably be expected.

I§ is pointed out that the United States Government has agreed to pay over 61 per cent of the cost of this project and we feel that further delays are unreasonable and contrary to public interest.

We therefore request that the construction of this project and of the Holmes Gap-Rickreall project be expedited.

Yours very truly,

C. H. Purcell,
District Engineer.

PHONE EAST 6395

Pacific Building Materials Company

EVERYTHING IN BUILDING MATERIALS

335 EAST MAIN STREET, CORNER SECOND

PORTLAND, OREGON

March 5, 1923.

9 7 PC 2
CO 57

MAR 12 1923

Messrs. La Pointe & Cummins,
McMinnville, Oregon.

Gentlemen:-

We beg to advise that your order of January 4th., (our No. 985) placed through us for carload of Blastite Expansion Joint, was promptly placed with the factory for shipment which has already gone forward to you at Monmouth, Oregon.

We cannot accept your cancellation of this material inasmuch as it has been cut to length, width and order for your particular job and inasmuch as we have no market for this material as specified.

Yours very truly,

PACIFIC BUILDING MATERIALS CO.,

By Harold Blake
Manager.

HB/H

IT IS HEREBY DECLARED to be the policy of the State

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

August 26, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Project Agreement and certificate to cover Oregon Federal aid project No. 57 (Monmouth-Benton County Line), have been executed. We herewith enclose an original copy each of the Agreement and certificate for your files.

Very truly yours,

W. H. Burnee

District Engineer.

Enclosure

O.K. Jas
State 106,517.04
Govt 167,564.46
274,081.50

RECEIVED
AUG 28 1922
OREGON
STATE HIGHWAY COMMISSION

IT IS HEREBY DECLARED to be the policy of the State

Form P. R. 2

State ..... Oregon .....

Project No. ..... 57 .....

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

RECEIVED
AUG 28 1922
OREGON
STATE HIGHWAY COMMISSION

AUG 26 1922
U.S. DEPARTMENT OF AGRICULTURE
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING
DISTRICT ENGINEER
District
PORTLAND, OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE

IVED
12 1922
OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

IT IS HEREBY DECLARED to be the policy of the State

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of June, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 19th day of November, 19 21

a project statement, which was approved by the Secretary on the 24th day of May, 19 22, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on May 23, 1922, and approved by the Secretary on the 7th day of July, 19 22; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

one hundred sixty-seven thousand, five hundred sixty-four and 46/100

dollars ($ 167,564.46) or 51.1267% per cent of the total estimated cost thereof:

project, which does not exceed

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

IT IS HEREBY DECLARED to be the policy of the State

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(*a*) By the State $170,637.50 and such additional amounts as may be required.
By act of the Legislature of (date and citation), appropriating Sale of bonds authorized. dollars.

*(*b*) By the Count..... of .....
By tax levy or bond issue authorized by act of ..... (date and citation).

*(*c*) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between town of Monmouth, survey station 1045+50, Polk County, and a point 1708 ft. south of the Polk County-Benton Co. line, survey station 17+06, Benton Co.

terminal points, a distance of 2.33 miles, known locally as the Monmouth South Section, West Side Highway, Polk and Benton Counties.

U.S. DEPARTMENT OF AGRICULTURE
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING
DISTRICT ENGINEER
RECEIVED JUN 28 1921

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

IT IS HEREBY DECLARED to be the policy of the State

STRICKEN OUT

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that the construction of pile trestle between stations 1326+71 and 1329+75 and the grading and drainage structures between stations 1308 and 1376+91 and between stations 348+66 and 404 shall be performed in a manner satisfactory to the Secretary of Agriculture or his authorized agents, and without Federal Aid; and the existing bridge over Luckiamute River at station 1334+60 will, within five years after the completion of said project, be reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, with or without Federal Aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed

(*a*) the said sum of ..... one hundred sixty-seven thousand, five hundred sixty-four and 44/100 .....

dollars, certified to the Secretary of the Treasury as above mentioned, being ..... 61.13675 .....

per cent of ..... two hundred seventy-four thousand, eighty-one and 50/100 .....

.....

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT .....

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....

(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(State or county.) (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share. as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $24,454.80 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The State Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 28th day of July, 19xx.

STRICKEN OUT

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting *Secretary of Agriculture.*

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between the town of Monmouth, survey station 1045+50, Polk County, and a point 1706 ft. south of the Polk County-Benton Co. line, survey station 17+06, Benton Co., locally known as the Monmouth South Section, West Side Highway, Polk and Benton Counties, and designated in the records of this Department as Project No. 57, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $74,061.50 as the total estimated cost of said project, and the sum of $67,564.46 as the share of the United States, payable under said Act on account of such project, which does not exceed 61.15673 per cent of said total estimated cost.

Done in the District of Columbia, this 28th day of July one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting *Secretary of Agriculture.*

AHB

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE

REFER TO FILE NO.------

RECEIVED
MAY 27 1922
OREGON
STATE HIGHWAY COMMISSION

May 26, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Monmouth-Burton Co Line
PR#57

Dear Sir:

We have forwarded to the Regional Office, with our recommendation for approval as of May 24, 1922, plans, specifications and estimate for Oregon Federal Aid Project No. 57.

You are hereby authorized to claim payment for all work done on this project subsequent to the date of recommendation; Provided, however, that such authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer, and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is finally executed.

Very truly yours,

District Engineer.

May 12, 1922

Mr. C. H. Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

Dear Sir:

File P.R 57

Herewith we are inclosing six copies of Estimate as Basis for Project Agreement, on the Monmouth-Benton County Line Section, Oregon Federal Aid Project number 57.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

Dic by J.W.McCourt
VLB
(Encl.)

Oregon State Highway Department — Project No. 57

Monmouth-Benton County Line Section of the West Side Highway in Polk & Benton Counties. (Estimate for project Agreement.)

(Based on Contract prices)

Salem, Oregon, May 12, 1922

2.49 miles of Paving

Paving

125,000	Sq.Yds	Preparation of Subgrade	.04	4,920.00
89,500	" "	Type "A" Pavement	2.11	188,845.00
27,000	Lin.Ft.	Expansion Joints	.12	3,240.00
10,000	Lbs.	Bar Reinforcement	.06½	650.00
7,800	Cu.Yds	Gravel Sub-base	2.35	16,920.00
6,400	" "	Broken Stone or Cr. Grav. for Shldrs	2.35	15,510.00
100,000	Lin.Ft	Shoulder Construction	.03	3,000.00
1,[illegible]	Cu .Yds	Filler	.20	600.00
1,000	Lin.Ft.	6" Perous Drain Tile	.40	400.00
100	Cu.Yds	Rock or Gravel Backfill for Tile Drains	2.35	235.00

Bean Creek, Sta. 447 and 453:

410	Cu.Yds	Class "A" Concrete	21.00	8,610.00
45,000	Lbs	Metal Reinforcement	.06½	2,795.00
1,500	Lin.Ft	Piling	.75	1,125.00
130	" "	Concrete Handrail	4.00	510.00
540	Cu.Yds	Excavation for Footings	2.00	1,080.00
50	Cu.Yds	Excav. below plans	4.00	200.00
300	" "	Earth Approaches	.75	225.00
		Sub - total		$249,165.00
		10% Eng. & Cont.		24,916.50
				274,081.50

Cost per mile 28,021.00

State Funds Available -	106,517.04
Federal Aid Requested	167,564.46
	$274,081.50

May 5th, 1922

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Ore.

File PR 57

Dear Sir:

Herewith we are enclosing six copies of Estimate, Special Provisions, and Unit Price Analysis on the Monmouth-Benton County Line Section, Oregon Federal Aid Project No. 57.

You will note that we have not included in this the work which is to be done south of Corvallis, although this paving is being advertised in the proposal with the Monmouth-Benton County Line Section, and it is our desire to secure Federal Aid on that portion.

We are taking no steps to place this matter further before you pending receipt of instructions as to how the matter is to be handled.

Under separate cover we are enclosing four blueprint sets of plans for the Monmouth-Benton County Line Section. These are accompanied by one copy each of blueprints covering the structures at Stations 1090 + 50 and 1079 + 30 upon which no Federal Aid is requested.

Our Bridge Department is preparing drawings of the structure at the Luckiamute River, and these will be forwarded to you as soon as they are completed. It is possible that there may be some delay in getting these plans to you as it may be necessary to secure further data from the field.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By
Office Engineer.

Dic. by J.W. DeSousa
GMJ
Encls

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. 57

Monmouth-Benton County Line Section of the West Side Highway in Polk and Benton County. (Estimate to accompany plans. Not as basis for project agreement.)

9.49 ~~9.5~~ miles of Paving

Salem, Oregon, May 4, 1922.

123,000	Sq. Yds.	Preparation of Subgrade	.05	6,150.00
89,500	" "	Type "A" Pavement	2.39	213,905.00
27,000	Lin. Ft.	Expansion Joints	.12	3,240.00
10,000	Lbs.	Bar Reinforcement	.06	600.00
7,200	Cu. Yds.	Gravel Sub-base	2.50	18,000.00
6,600	" "	Brok. Stone or Cr. Grav. for Shldrs.	2.75	18,150.00
100,000	Lin. Ft.	Shoulder Construction	.04	4,000.00
1,200	Cu. Yds.	Filler	.50	600.00
1,000	Lin. Ft.	6" Porous Drain Tile	.20	200.00
100	Cu. Yds.	Backfill for Drains	3.00	300.00
410 ~~510~~	" "	Class "A" Concrete	21.00	~~6,510.00~~ 8,610
43,000	Lbs.	Metal Reinforcement	.05	2,150.00
1,500	Lin. Ft.	Piling	1.00	1,500.00
180	" "	Concrete Handrail	4.00	720.00
540	Cu. Yds.	Excavation for Footings	2.50	1,350.00
50	" "	Exdav. below plan elev.	5.00	250.00
300	" "	Earth Approaches	1.25	375.00
		Sub-total		~~$270,000.00~~ 280,100.00
		10% Engr. & Cont.		27,800.00 28,010.00
		Total		$305,800.00 308,110.00

Cost per mile ~~$38,189.47~~ 32,466.80

State Funds Available ~~$110,843.68~~ 119,741.63
Federal Aid Requested ~~106,956.12~~ 188,368.37
~~305,000.00~~ 308,110.00

Federal Aid Recommended $_____

SPECIAL PROVISIONS

Monmouth-Benton County Line, Paving

TYPE OF PAVEMENT.

The pavement to be laid under this contract shall be Portland cement concrete pavement of a type to be hereinafter referred to as "Type "A" Pavement."

It shall have a uniform thickness of seven (7) inches and a basic width of sixteen (16) feet. It shall be constructed from concrete of a 1:2:3 mix. The cross-section shall be as indicated on the plans, provided, however, that the width and crown shall be subject to the usual variation on curves, at intersections, and at other places requiring special treatment. Along each side of the pavement shall be constructed a shoulder of broken stone or crushed gravel of the cross-section indicated on the plans.

Concrete pavement shall be constructed in accordance with the standard specifications for "Preparation of Subgrade," Portland Cement Concrete Pavement," and Broken Stone Shoulders" and in accordance with the plans and these special provisions. Preparation of subgrade will be paid for at the price bid per square yard for "Preparation of Subgrade"; Portland cement concrete pavement will be paid for at the price bid per square yard for "Type "A" Pavement; and broken stone or crushed gravel shoulders will be paid for at the unit prices bid for "Broken Stone or Crushed Gravel for Shoulders" and "Shoulder Construction."

GRAVEL SUB-BASE

Work To Be Done:

Upon the portion of the project between the Luckiamute River (Station 1279) and the Suver Road (Station 404 + 50) and upon such other portions of the project as the Engineer may direct, there shall be constructed a sub-base course of run-of-bank gravel. In general this sub-base course shall be the full width of pavement and shoulders with a depth of from two to four inches. Between Stations 1279 and 404 + 50, however, it shall be laid to serve as a temporary surfacing for the winter of 1922 and 1923, and to that end will be in two courses, to a width of twelve feet and a thickness of eight inches. In the spring this temporary surfacing shall be scar-

ified and respread to the full width of the pavement and shoulders.

Materials:

Material for gravel sub-base shall be durable, well-graded and reasonably clean run-of-bank gravel with a maximum size not greater than two (2) inches. It shall contain not less than twenty (20) percent nor more than forty (40) percent of material passing a one-quarter ($\frac{1}{4}$) inch screen.

Manner of Construction:

No special manipulation of materials will be required other than that they be spread uniformly to the thickness ordered by the Engineer, and that care be exercised to avoid pockets of all fine or all coarse materials. No sprinkling, rolling, or compacting by other means will be required.

Basis of Payment:

Payment for gravel sub-base will be made at the price bid per cubic yard, loose measure, for "Gravel Sub-base". This price shall be understood to cover and include the furnishing, hauling, and spreading of the gravel, and the performance of all work incidental to the construction of the sub-base course as above specified, including the scarifying and respreading of materials over that part of the work where the sub-base is placed to served as a temporary surfacing.

SAND FOR CONCRETE.

The attention of bidders is called to the fact that practically all Willamette Valley sands fail to meet the requirements specified for sand for use in concrete pavement, unless there is added at least one part of crushed or ground material to two parts of sand. The sand situation should be carefully investigated by all bidders.

BROKEN STONE OR CRUSHED GRAVEL FOR SHOULDERS.

Shoulders shall be constructed in accordance with the standard specification for "Broken Stone Shoulders", provided, however, that crushed gravel may, at the contractor's option, be used in the shoulder construction instead of broken stone.

Broken stone or crushed gravel used in the construction of shoulders will be paid for at the price bid per cubic yard for "Broken Stone or Crushed Gravel for Shoulders." The construction of shoulders will be paid for at the price bid per lineal foot for "Shoulder Construction."

SURFACE EVENNESS.

No portion of the finished surface of pavement shall be more than three-eighths of an inch below a straight edge ten feet in length, nor more than one-fourth of an inch below a straight edge five feet in length, the straight edge in both cases being laid on the pavement parallel to the centerline thereof.

PAY WIDTH OF PREPARATION OF SUBGRADE.

In computing the pay area of preparation of subgrade the width of shoulder shall be considered to be two feet. The pay width of preparation of subgrade where pavement is sixteen feet wide, will therefore be twenty-two feet.

WORK WITHIN CITY LIMITS OF MONMOUTH.

The right is reserved by the Highway Commission to delay until after August 1st, 1922, or (and) to eliminate from the contract, the paving of that part of the project which is within the corporate limits of the town of Monmouth, more particularly, the part between stations 1045 + 50 and 1065 + 15.

HAULING OVER EXISTING PAVEMENTS.

Any proposal submitted upon this work, which contemplates the hauling of rock, gravel, sand or cement over any paved road outside of the corporate limits of towns or cities, shall be accompanied by a letter setting forth in detail such proposed hauling, and the State Highway Commission may, in its discretion, reject such bid on account of this feature. The State Highway Commission will accept a bid contemplating hauling over pavement, only in case the saving to the State will, in the opinion of the State Highway Commission, more than offset the probable detriment to the paving which would result from such hauling.

Unless the contract for this work is awarded with special provision for the hauling of materials over paved roads outside of corporate limits of towns and cities, such hauling

shall not be permitted.

The above clauses pertaining to the hauling of materials do not apply to the hauling of materials for the paving of the two short sections south of Corvallis. The materials for that part of the work may be hauled over the existing pavement if the contractor so desires.

WORK SOUTH OF CORVALLIS.

Included in the work to be done under this contract is the paving of two unpaved sections of the West Side Highway south of Corvallis.

The first of these sections is about one mile south of Corvallis, extends from Station 874 + 03 south to Station 858 + 00, and is 1603 feet in length. The second is about four miles south of Corvallis, extends from Station 705 + 16 south to Station 700 + 77, and is 439 feet in length.

The type of pavement to be used on these sections shall be the same as that to be used from Monmouth to the Benton County Line, and it shall be built in accordance with the same specifications. Payment for the work south of Corvallis will be made at the unit prices specially bid for that part of the work.

BRIDGE CONSTRUCTION

As a part of the work under this contract, the contractor shall construct concrete bridges over Soap Creek at Stations 447 and 451.

These structures shall be constructed in accordance with the plans furnished and in accordance with the standard bridge specifications of the State Highway Department, which specifications will be considered to be a part of this contract.

The contractor shall construct at his own expense such temporary structures and detour roads as may be required while these bridges are being constructed.

Earth embankment approaches to the bridge structure shall be constructed by the contractor, the materials in these approaches being placed in horizontal layers from six to

eight inches in depth, each layer being wetted down and thoroughly compacted by tamping or other means approved by the Engineer.

Payment for the construction of earth approaches will be made at the price bid per cubic yard for "Earth Approaches." The pay quantities shall be the number of cubic yards of embankment measured in place, exclusive of materials placed into the embankment from the bridge footing excavations.

TIME LIMIT

(1) All work south of Corvallis shall be completed not later than October 31st, 1922.

(2) All work between the following station limits shall be completed not later than October 31st, 1922.

Station	1045 + 50	to	Station	1123 + 00
"	1151 + 00	"	"	1279 + 00
"	404 + 50	"	"	17 + 08

(3) The construction of the sub-base course between Stations 1279 and 404 + 50, as hereinbefore provided, shall be completed not later than October 31st, 1922.

(4) All work under the contract shall be completed not later than August 31st, 1923.

(5) Failure of the contractor to complete as specified all work specified to be completed by October 31st. 1922, will empower the Highway Commission to eliminate from the contract all or any part of the work remaining at that time to be done, and in such event the contractor shall complete all work not eliminated from the contract, and shall accept as full compensation, payment for the work done by him at the unit bid prices.

CEMENT TO BE FURNISHED BY STATE.

Cement for the work to be done under this contract will be purchased by the State Highway Commission and furnished to the contractor at the following price:-

Prices to be inserted here will be furnished prospective bidders about May 2, 1922.

As the cement is incorporated in the work, deductions therefor shall be made from the contractor's estimates.

For cement sacks returned by prepaid freight to the company manufacturing the cement, and accepted for credit by them, the contractor will receive credit at the rate of ten cents (10¢) per sack.

Orders for cement will be placed by the Highway Commission as the material may be required, and the State Highway Commission will at all times endeavor to secure prompt delivery. However, the Commission does not guarantee prompt delivery and will not be responsible to the contractor for any expense suffered as a result of delay in shipment or transportation. It shall be considered that the cement has been delivered to the contractor when the cars reach the specified destination, and from and after that time the contractor shall be responsible therefor. He shall pay, or have deducted from his estimates, all demurrage charges, and he shall bear all loss that may be suffered on account of loss or deterioration of materials after delivery. For such materials as may become lost or unfit for use after delivery, deduction from the contractor's estimates shall be made the same as though the material has been incorporated in the work.

Acceptance of cement in accordance with the above terms is required, and is not optional with the contractor, although in its discretion the State Highway Commission may allow the contractor to purchase direct, part or all of the cement required.

April 27th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR # 57

Dear Sir:

There will be delivered to you tomorrow copies of the plans and specifications in accordance with which we are calling for bids upon Federal Aid Projects Nos. 57 and 59.

We will be pleased to have you look these over and notify us at once if there is anything in connection with these plans and specifications which does not meet with your approval.

The 400 foot scale plans and the estimates for these projects will be ready for submission to you within the next two or three days.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

3HP:GMC

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No. Oregon F. A. No. 57

POST OFFICE BUILDING,
PORTLAND, OREG.

FEB 14 1922

February 13, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

An inspection has been made of bridges on Oregon F. A. Interim Project No. 57 (Monmouth South).

The 100 Ft. Howe Truss over the Luckiamute River is found to be in fair condition and to be but slightly overstressed under a 10 ton truck loading. The structure is of course considerably under strength with loadings assumed under present day standards but in view of the fact that the structure may be expected to give good service for a limited time we are willing to recommend the project as far as this project is concerned with a requirement in the Project Agreement that this structure be replaced with a satisfactory permanent structure within three years with our without federal aid, or sooner if defects should develop.

The following is quoted from the report of our Bridge Engineer:

"Near the south end of the project are two 40-ft. timber spans over Soap Creek. These spans are approximately eight years old and while the floor system and truss could be used a few years longer under restricted loading, the foundations, consisting of four layers of 12 x 12's resting on concrete abutments, are in very poor condition. The timber sills are rotted and the concrete abutments are deteriorating with large cracks at the junction of the abutment wing wall and face. The northerly span of the two has one abutment entirely destroyed by deterioration and action of high water. This has been temporarily replaced by timber bents with a very short approach span that will not provide ample safety for more than a very few months, as the fill will slough in and drop the ends of this approach span, which is only 8 feet long. These spans should be replaced before paving and if possible should become a part of the project and be of permanent construction. A hurried survey of the situation would indicate that these two waterways could be combined by a nominal amount of stream control and a single span put in to take care of the drainage."

We believe the permanent structures to replace these two Soap Creek bridges, or one suitable structure in the place of the two if

practicable, should be included in the project. We could not recommend federal aid for paving the project with these inadequate structures remaining as exceptions.

Plans for the pile trestles at the Luckiamute River should be presented to this office for approval as non-participating structures before construction is begun.

Please let us hear from you as to these bridges as soon as these matters are cleared up the project will be recommended for approval.

Very truly yours,

C. H. Purcell

District Engineer

Per _____
Acting

December
Sixteen
1921

Mr. O. H. Parcell, Dist. Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR #57

Dear Sir:

We have your letter of December 14th requesting information pertaining to alternate routes considered for the section of the West Side Highway between Monmouth and the Benton County line, for which section we have requested Federal Aid as Interim Project #57.

Complying with your request, we are today sending to you, by express, such maps and profiles as we have pertaining to these alternate routes. You are at liberty to retain the blueprints, but we will be pleased to have you return to us the detail drawings when you have completed your investigations.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By

SHP:GMC

Office Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

December 14, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

DEC 15 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Relative to project statement submitted covering interim project No. 57, Monmouth-Benton County Line section.

We would be pleased to receive any information you may have as to investigations made on other alternative routes or surveys which would enable us to give a more thorough study as to the feasibility of this project.

Yours very truly,

District Engineer.

S. H. Probert

STATE Oregon

PROJECT NO. 57
(Not to be filled in.)

FORM P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) November 19, 1921

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of Chapter 21, Laws of 1920.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance.

1. Local name of road Monmouth-Benton County Line.
2. Located between Monmouth and Corvallis, County of Polk & Benton
3. Points of beginning and ending From a junction with the pavement at Monmouth to the end of the pavement 1700' south of the Polk-Benton County Line.
4. Length in miles (gross) 2.7 (net) 2.7

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4386

5. Miles of project used as post route 2.7; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Connecting link in West Side Highway with pavement at Nemaath on north end and pavement on south end at Polk-Benton line. Through well settled farming community.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of West Side Highway. Proposed Federal Aid Secondary Highway.

11. Improved roads adjacent or contiguous and type of each Connects with 16' pavement at each end.

(Give distinguishing marks to identify on sketch map.)

Closed due to grading all summer of 1931 - no through traffic.

12. Through traffic, approximate average daily number of (*a*) trucks _____, (*b*) passenger motor vehicles _____, and (*c*) horse-drawn vehicles _____

13. Local traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 100, and (*c*) horse-drawn vehicles 25

14. Description and present condition of traveled way Being graded to State Highway Department standards. Inadequate for traffic requirements.

15. Proposed width of surfacing 16; feet between ditches 26; approximate maximum gradient 8 per cent.

16. Proposed type of construction 16' pavement with 8' rock shoulders.

17. Location, nature, and extent of deposits of local materials suitable for use on this project... gravel from Independence.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet... None.
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State.
(State or (and) county.)

20. Amount of funds which are/will be available for construction: (a) State $170,637.80 and such additional amounts as may be required. Sale of bonds authorized.
(Amount.) (Source; refer to statute.)

(b) County...
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State
(State or (and) county.)
from the following sources:
(Refer to statute.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard form of contract and contractor's bond.

8—4256

25. Reconnaissance estimate of cost of project:

Made by J. C. McLeod Date November 19, 1921

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ____% rock				
92,000	Sq. yds.	Surfacing of Pavement	3	00	276,000	00
126,000	"	Preparation of subgrade		05	6,300	00
103,000	lin ft	Shoulder construction		05	5,150	00
7,600	cu yds	Broken stone or gravel	3	00	22,800	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				

Length, 9.7 miles.

Cost, $ 35,286.82 per mile.

Subtotal	310,250	00
10% Engineering and Contingencies	31,025	00
Total	341,275	00

This estimate approved by:

(Title) Office Engineer

26. Amount of Federal aid desired $170,637.50

(State in lump sum or percentage, but not both.)

9—4156

27. Payment desired on completion or as work progresses ..... As work progresses. .....

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project ..... Treasurer of the State of Oregon. .....

29. Additional remarks .....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By .....

Chairman
(Title of officer.)

By .....

Commissioner
(Title of officer.)

By .....

Commissioner
(Title of officer.)

OF PROJ
OREGON
WEST SIDE
MONMOU
Foxle

SIDE HIGHWAY -- POLK COUNTY

MONMOUTH-BENTON CO. LINE SECTION

PROJECT NO. 57

COUNTY
COUNTY

COUNTY
COUNTY

CONTRACT #544,
1022

PR 57 Monmouth-Benton Co. Line 1924-1929

544.1022

Folder # 2

#1022
Polk
PR 5-7

September 11, 1929

Fidelity & Deposit Company of Maryland,
Clarence B. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to O. E. Pierce & Company on contract No. 1022 for the construction of a bridge over the Luckiamute River on the West Side Pacific Highway in Polk County. This payment will be made on or after September 21st, 1929.

For your information we wish to advise that the total amount paid the above contractor in connection with this work which will include the final payment will be $34,904.06. Of this amount $164.09 was for force account work.

Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claiayor,
Chief Clerk.

Dict. by J. McFarland.

410
Polk Co

PR 57

December 5, 1928

Fidelity & Deposit Company of Maryland,
Clarence B. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to O. E. Pierce & Company on contract No. 1022 for the construction of a bridge over Ingledunte River on the West Side Pacific Highway in Polk County. This payment will be made on or after December 15th, 1928.

Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claimyer,
Chief Clerk.

Dict. by J. McFarland.

RANDALL S. JONES
ATTORNEY AT LAW

E. L. McDOUGAL
ATTORNEY AT LAW
1401 AMERICAN BANK BUILDING
PORTLAND, OREGON

#10~~2~~
~~2700-1~~
PR57

October 10, 1928

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am enclosing herewith affidavit for the purpose of obtaining certified copy of the contract and undertaking entered into between O. N. Pierce Company and O. N. Pierce and the State Highway Commission for the construction of the bridge over the Luckiamute River.

The contract etc. have already been furnished me, thanks to your courtesy. I am also enclosing claim which is to be filed with you and have also sent a claim to the Secretary of State. I trust you will find both these documents in order.

Yours very truly,

E. L. McDOUGAL

ELM:EK
Encl. Our claim is paid so I am just sending you the affidavit for the completion of your files. Thank you.

RECEIVED
OCT 11 1928
STATE HIGHWAY COMMISSION
OREGON

between the State of Oregon and the Highway Commission of the State of Oregon, bearing number 1022 with O. N. Pierce Company and O. N. Pierce as contractor, said contract being dated November 29, 1927.

I further depose and state that the said O. N.

A F F I D A V I T

STATE OF OREGON,)
: ss.
County of Multnomah)

I, CHARLES McGONIGLE, Secretary of Poole & McGonigle, Inc., a corporation, being first duly sworn on oath depose and state that Poole & McGonigle, Inc., is a corporation duly organized, incorporated and existing under and by virtue of the laws of the State of Oregon, and that I am the secretary of said corporation; that said corporation among other activities is engaged in the selling of structural steel, and furnished and delivered to O. N. Pierce Company and O. N. Pierce, contractor, structural steel to be used in the construction of a bridge over the Luckiamute River in accordance with a contract between the State of Oregon and the Highway Commission of the State of Oregon, bearing number 1022 with O. N. Pierce Company and O. N. Pierce as contractor, said contract being dated November 29, 1927.

I further depose and state that the said O. N. Pierce Company and O. N. Pierce have failed to pay to Poole & McGonigle, Inc., a corporation, a balance due of One Thousand Two Hundred and Twenty-nine and 91/100 Dollars, ($1,229.91), covering materials sold by the said Poole & McGonigle, Inc., a corporation to the said O. N. Pierce Company and O. N. Pierce and used in the construction of the bridge above described in accordance with the contract

E. L. McDOUGAL
ATTORNEY AT LAW
508 NORTHWESTERN BANK BUILDING
PORTLAND, OREGON

between the State of Oregon and O. N. Pierce Company and O. N. Pierce.

I further depose and state that I am making this affidavit for the purpose of obtaining from the State of Oregon and the State Highway Commission, a certified copy of the contract of the said O. N. Pierce Company and O. N. Pierce and a copy of the bond given by the O. N. Pierce Company and O. N. Pierce covering the construction of said bridge and the payment of the materials and labor entered into the same.

Subscribed and sworn to before me a Notary Public this 4th day of October, 1928.

Notary Public for Oregon.

MY COMMISSION EXPIRES SEPT. 10 1932

2-Affidavit.

E. L. McDOUGAL
ATTORNEY AT LAW
905 NORTHWESTERN BANK BUILDING
PORTLAND, OREGON

PR 57

October 4, 1928

Mr. E. L. McDougal,
Attorney at Law,
1401 American Bank Building,
Portland, Ore.

Dear Sir:

We have your letter of the 2nd instant in which you request a copy of the contract and bond of O. N. Pierce covering the construction of the bridge over the Luckiamute River on the West Side Pacific Highway in Polk County.

The Oregon statutes provide the way by which copies of state contracts may be obtained. This is by the filing of an affidavit of the claimant with the proper state officials. It is our practice to require that these affidavits be submitted and we will therefore expect you to furnish such affidivat as soon as possible. In the meantime, thinking that you are probably in a hurry for this copy, we have had one prepared and are mailing it to you herewith. You will note that it is certified as to its exactness. We anticipate the receipt of the affidavit within a day or two.

Very truly yours,

ROY A KLEIN
State Highway Engineer

By

H. B. Claiayer
Chief Clerk

HBC:S
Enc.

E. L. McDOUGAL
ATTORNEY AT LAW
1401 AMERICAN BANK BUILDING
PORTLAND, OREGON

October 2, 1928

RECEIVED
OCT 4 1928
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:

I am writing you on behalf of the material men who furnished the steel and in regard to the contract entered into with your commission and O. N. Pierce covering the construction of a bridge over the Luckiamute River in Monmouth, Oregon.

I desire to file a claim with your commission in connection with the balance due my clients and would thank you to please send me a copy of the contract and bond.

Yours very truly,

E. L. McDOUGAL

ELM:EK

#1022

ANSWERED
H. B. G.

W. H. Lynch,
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1.

PR57

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING.
PORTLAND, OREG.

May 11, 1928.

RECEIVED
MAY 12 1928
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith one copy of the estimate, dated January 19, 1928, which was used as the basis of the modified project agreement covering Oregon Federal aid project No. 57, reopened, to provide for construction of Luckiamute River bridge.

We are unable to find in our files a copy of the contract for the construction of this bridge, and would request that you send us the usual number of copies of the contract with O. N. Pierce Co.

Yours very truly,

W. H. Lynch,
District Engineer.

fcl
v.g.w.n.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1.

PR 57

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING.
PORTLAND, OREG.

April 21, 1928.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement and certificate have been executed covering Oregon Federal aid project No. 57, Monmouth-Benton County line section of the West Side Pacific Highway. We enclose herewith an original copy each of the agreement and certificate for your files.

Yours very truly,

W. H. Lynch
District Engineer.

a'PR 3274

...on Federal Aid Project No. 57.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 28, 1922, by the State Highway Commission of Oregon, and on July 28, 1922, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 57; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 9.362 miles of concrete pavement and two bridges of more than 20 ft. clear span 0.015 of a mile in length, for which the estimate approved was $274,081.50, and $167,554.46 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected and accepted, at a total cost of $276,165.71, and voucher in the sum of $165,319.84 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission now requests a reopening of said project and a revision of the plans, specifications and estimates approved therefor to provide for the construction of a steel bridge with concrete approach spans 0.056 of a mile in

FEB 12 8 12 AM

...Office Engineer

...s the Luckiamute River between stations 1283+14.5 and 1286+15, thereby increasing the length of said project from 9.377 miles to 9.433 miles, at an estimated cost of $37,631.00; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $276,143.71 to $313,774.71, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $165,319.86 to $187,898.46;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred eighty-seven thousand, eight hundred ninety-eight and 46/100 dollars ($187,898.46) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata of the approved total estimated cost thereof."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans, and specifications:

...by C. H. DeYoung/AP

C. H. Prescott
Office Engineer

length across the Luckiamute River between stations 1283+14.8 and 1286+16, thereby increasing the length of said project from 9.377 miles to 9.433 miles, at an estimated cost of $37,631.00; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $276,143.71 to $313,774.71, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $165,319.86 to $187,898.46:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred eighty-seven thousand, eight hundred ninety-eight and 46/100 dollars ($187,898.46) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata of the approved total estimated cost thereof."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans, and specifications:

[illegible] W. E. DeYoung/AP

S. H. Prebert
Office Engineer

Between survey station 1045+50 in the town of Monmouth, and survey station 17+08, a point 1708 ft. south of the Polk-Benton Counties line, terminal points, a distance of 9.433 miles, known locally as the Monmouth South Section of the West Side Highway, Polk and Benton Counties, consisting of 9.362 miles of roadway and three bridges of more than 20 ft. clear span 0.071 of a mile in length."

To Article III shall be added paragraph (d) to read:

"(d) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $261,392.32, Federal Aid $156,448.64; three bridges of more than 20 ft. clear span, approved estimate $52,382.39, Federal Aid $31,449.82."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred eighty-seven thousand, eight hundred ninety-eight and 46/100 dollars ($187,898.46), certified to the Secretary of the Treasury as above mentioned, being not more than the authorized Federal pro rata share of three hundred thirteen thousand, seven hundred seventy-four and 71/100 dollars ($313,774.71), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 11th day of February, 1928, and the Secretary of Agriculture on the 7th day of March, 1928.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

R. H. Dunlap
Acting Secretary of Agriculture

EXECUTE AGREEMENTS FOR FEDERAL AID PROJECTS NO. 112

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1045+50 in the town of Monmouth, and survey station 17+08, a point 1706 ft. south of the Polk-Benton Counties line,

locally known as the Monmouth South Section of the West Side Highway, Polk and Benton Counties, and designated in the records of this Department as Project No. 57, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 313,774.71 in lieu of the previous actual payment of $155,313.85 as the total estimated cost of said project, and the sum of $ 187,896.44/ authorized federal pro rata as the share of the United States, payable under said acts on account of such project, which does not exceed the/ per cent of said total estimated cost.

Done at the city of Washington, this 22nd day of March one thousand nine hundred and Twenty-eight, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

8—4200

57

February 21, 1933.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Reference is made to our telephone conversation this morning relative to the manner of calculating the total federal aid paid on the bridges on the final voucher for the Monmouth-Benton County Line Section, Oregon Project 57.

Under the agreement estimate items, the final voucher shows a total cost of $242,912.16 on the roadway, and $13,903.81 on the Soap Creek bridges, the sum of the two being $256,815.97. The detailed statement of engineering on which federal aid was claimed shows a total of $11,205.40.

Some of the engineering on these structures was handled by the Bridge Department engineers, and some of it was handled by our resident engineers on paving construction. It therefore was impossible for us to definitely segregate just exactly what the engineering expenditures were in connection with the structures.

Under these conditions, we pro-rated the engineering on the structures in the proportion that $13,903.81 bears to $256,815.97. This gives a total of $[illegible] for engineering on the structures upon which federal aid was claimed. This amount, added to the $13,903.81 of construction cost, gives a total of $14,510.47 upon which federal aid was claimed. 61.13673% of this amount is $8,871.22, which is the amount shown on the estimate for the reopening of the project as having been paid upon the bridges.

We trust that this will clear up the confusion on the matter, and that the methods which we have used in calculating the federal aid will be found satisfactory.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. DeSousa/AP

714

PR 57

February 9, 1928

C. B. McCullough,
Bridge Engineer,
Office

Dear Sir:

Relative to the attached request of O. E. Pierce for permit to haul sections of the steel span for the Lookingglass Bridge on trucks from Portland to the bridge site, the width of which sections are about 9' 6", wish to say that our practice has always been to deny such requests when there are available any other means of transportation such as by rail or by boat.

Mr. Klein has considered this matter and has instructed me to inform you that he hesitates to divert from this policy even in the case of the highway contractor as there is a possibility of adverse criticism on the part of others who are desirous of securing the same privileges.

Under the circumstances we regret that it will be necessary to inform Mr. Pierce that we can not comply with his wishes in the present instance.

Very truly yours,

Ray A. Klein,
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

January 20, 1928.

FR 57

Mr. C. H. Purcel
District Engineer
Bureau of Public Roads
Box 2900
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for the reopening of the Monmouth-Benton County Line Section, Oregon Project No. 57.

This estimate has been revised in accordance with your letter of January 16.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict by J. W. DeLouze/AP

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

January 16, 1928.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:- Attention - Mr. Probert

Reference is made to the detail estimate forwarded in connection with Oregon F.A.P. No. 57 - Reopened. This reopening was for the purpose of including the Luckiamute River Bridge.

Inadvertently this estimate was forwarded without a thorough checking, and we are in receipt of a letter -- calling our attention to numerous errors in this estimate -- particularly relative to the section covering completed work. The length of the original project was shown as 9.38 miles, and apparently this length was exclusive of the Luckiamute River Bridge, the Relief Pile Trestle at Station 1306+71, and the two Soap Creek Bridges. We have checked up the old plans here, and, as near as we can arrive at, the following are the correct figures:

Length of Roadway (excluding Soap Creek, Luckiamute River Bridges and Relief Trestle),	9.362	mi.,
Length of Soap Creek Bridges,	.015	"
Length of Luckiamute Bridge,	.056	"
Length of Relief Trestle,	.057	"
Total Length (including Bridges & Trestle),	9.490	"

In the letter from our Regional Office they request explanation as to how the figures were obtained which were used on the estimate, and state also that the fourth item in the group at the bottom of the statement of completed work should be total length including bridges. Evidently also in the estimate the length of the Luckiamute Bridge was overlooked. The total Federal Aid for all work apparently is $187,898.46 instead of $187,918.46, as shown on the second sheet of the estimate.

Will you please check up these figures and forward the necessary number of copies of corrected estimate. As it is necessary to use some of these figures in the modified project agreement, the preparation thereof will be deferred -- pending receipt of corrected estimate.

Very truly yours,

C. H. PURCELL
District Engineer

By
Associate Highway Engineer.

[illegible] [illegible]
10% Engr. & Cont. 5,421.80
Total $ [illegible]

1.

Oregon State Highway Department — Project No. 57 - Unopened

MONMOUTH-BENTON COUNTY LINE SECTION OF THE WEST SIDE PACIFIC HIGHWAY

IN POLK COUNTY

(Revised to include Luckiamute River Bridge. Based on contract prices.)

Salem, Oregon, January 19, 1928.

Final cost of roadway (excluding Soap Creek Bridges, etc)	$242,912.16
Engineering and contingencies	18,480.16
Total	$261,392.32
Final cost of Soap Creek Bridges over 20' span	$ 13,903.81
Engineering and contingencies	847.58
Total	$ 14,751.39
Total Final cost of completed work	$ 276,143.71

Federal aid paid on roadway	$126,448.84
Federal aid paid on bridges	8,871.22
TotalFederal aid paid	$135,319.86

Length of roadway (excluding Soap Creek & Luckiamute Bridges	9.368	miles
Length of Soap Creek bridges, over 20' spans	0.016	"
Length of Luckiamute bridge, " " "	0.056	"
Length of Relief Trestle	0.057	"
Total length of roadway (including bridges)	9.490	"

Cost per mile, roadway	$ 27,920.56
Federal aid paid per mile, roadway	$ 14,711.02

NEW WORK - LUCKIAMUTE RIVER BRIDGE

780	cu.yds	Excavation	$ 2.50	$ 1,750.00
70	cu.yds	Excavation below plans	4.00	280.00
3,400	F.B.M.ft.	Fir Piling	.40	1,360.00
190	cu.yds	Class "B" Concrete	20.00	3,800.00
270	cu.yds	Class "A" Concrete	20.00	5,400.00
210	cu.yds	Class "D" Concrete	20.00	4,200.00
90	cu.yds	Seal concrete	10.00	900.00
86,000	lbs	Metal Reinforcement	.04	3,520.00
120,000	lbs	Structural Steel	.065	8,460.00
410	lin.ft	Concrete Handrail	5.00	2,050.00
All Required		Remove Bridge and Maintain Traffic		2,500.00
		Sub-total		$34,210.00
		10% Engr. & Cont.		3,421.00
		Total		$ 37,631.00

Federal aid allowable on new work	$23,425.29	([illegible]%)
Federal aid requested	22,578.00	(96.0%)
Federal aid recommended	22,578.00	(96.0%)

S U M M A R Y

Total estimated cost , all work	$[illegible]15,774.71	
Total federal aid, all work	187,808.46	
Total length of roadway (excluding bridges)	9.362	miles
Total length (including bridges)	9.420	"
Total cost per mile (excluding bridges)	$27,920.56	
Total federal aid per mile (excluding bridges)	16,711.02	

State funds for construction - Chapter 175, Laws 1915; Chapter 81, Laws 1919

State funds for maintenance - Res. August 17, 1917; Chapter 257, Laws 1917.

December 5, 1927.

FR 67
Reopened

Mr. C. H. Purcell
District Engineer
Bureau of Public Roads,
Box 8900
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for project agreement on the Luckiamute River Bridge, Oregon Federal Aid Project No. 67, Reopened.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. H. DeSouza/AF

Encls.

Oregon State Highway Department — Project No. 57 - Reopened

MONMOUTH-BENTON COUNTY LINE SECTION OF THE WEST SIDE PACIFIC HWY

IN POLK COUNTY

(Revised to include Luckiamute River Bridge. Based on contract Prices.)

Salem, Oregon, December 5, 1927.

Final cost of roadway, (excluding Soap Creek Bridges)		$ 242,912.16
Engineering and contingencies		18,480.16
	Total	$ 261,392.32
Final cost of Soap Creek Bridges over 20' Span		$ 13,993.81
Engineering and contingencies		847.58
	Total	$ 14,761.39
Total Final Cost of Completed Work		$ 276,145.71
Federal Aid paid on roadway		$ 156,448.84
Federal Aid paid on bridges		8,871.82
Total federal aid paid		$ 165,315.66
Length of roadway (excluding Soap Creek & Luckiamute Brs.		9.349 miles
Length of Soap Creek Bridges, over 20' Span		0.016 "
Length of Luckiamute Bridge over 20' Span		0.057 "
Total length of roadway		9.490 "
Cost per mile, roadway	$ 27,959.38	
Federal aid paid per mile, roadway	$ 16,734.26	

NEW WORK - LUCKIAMUTE RIVER BRIDGE

700 cu.yds	Excavation	$ 2.50	$ 1,750.00
70 cu.yds	Excavation below plans	4.00	280.00
3,400 lin.ft	Fir Piling	.40	1,360.00
180 cu.yds	Class "B" Concrete	20.00	3,600.00
270 cu.yds	Class"A" Concrete	20.00	5,400.00
210 cu.yds	Class "D" Concrete	20.00	4,200.00
90 cu.yds	Seal Concrete	10.00	900.00
88,000 lbs	Metal Reinforcement	.04	3,520.00
130,000 lbs	Structural Steel	.065	8,450.00
410 lin.ft	Concrete Handrail	5.00	2,050.00
All Required	Remove Br. & Maintain Traffic		2,500.00
	Sub-total		$ 34,210.00
	10% Engr. & Cont.		3,421.00
	Total		$ 37,631.00

Federal aid allowable on new work	$ 23,425.29	(62.25%)
Federal aid requested	22,578.00	(60%)
Federal aid recommended	22,578.00	(60%)

SUMMARY

Total Estimated Cost, all work	$313,774.71
Total federal aid, all work	157,918.44
Total length of roadway (excluding bridges)	9.569 miles
Total length (including bridges)	9.490 "
Total cost per mile (excluding bridges)	27,959.38
Total federal aid per mile (excluding bridges)	16,754.26

State funds for construction - Chapter 175, Laws 1917; Chapter 51, Laws 1920

State funds for maintenance - Resolution Aug. 17, 1917, Chapter 257, Laws 1917.

November 19, 1937

FR 57 -
Reopened

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate to accompany the plans for the Luckiamute River Bridge, Oregon Project 57 - Reopened. The plans for this structure are being submitted to you direct by the Bridge Department.

The estimate as prepared, contemplates a reopening of Project No. 57 to include the structure, in accordance with your letter of recent date. The estimate has been prepared in accordance with the sample form submitted with your letter of June 1, 1937. We trust that it will be found to be in correct form.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

J. W. Probert
Office Engineer

Dict by J. W. DeSousa/AP

MONMOUTH-BENTON COUNTY LINE SECTION OF THE WEST SIDE PACIFIC HIGHWAY

IN POLK COUNTY

(Estimate with plans for Luckiamute River Bridge. Not as basis for project agreement)

Final Cost of Roadway (excluding Soap Creek Bridges)		$242,912.16
Engineering and Contingencies		18,480.16
	Total	$261,392.32
Final Cost of Spak Creek Bridges over 20' Span		$ 13,903.81
Engineering and Contingencies		847.58
	Total	$ 14,751.39
Total Final Cost of Completed Work		$276,143.71
Federal Aid paid on roadway		$156,448.64
Federal Aid paid on bridges		8,871.22
Total Federal Aid Paid		$165,319.86

Length of roadway (excluding Spak Creek & Luckiamute Bridges	9.349	Miles
Length of Spak Creek Bridges over 20' Span	0.016	
Length of Luckiamute Bridge over 20' Span	0.057	
Length of trestle, Sta. 1306	0.068	
Total length, roadway	9,490	
Cost per mile, roadway	$ 27,958.38	
Federal Aid paid per mile, roadway	$ 16,734.24	

NEW WORK - LUCKIAMUTE RIVER BRIDGE

700 cu.yds	Excavation	$3.00	$ 2,100.00
70 cu.yds	Excavation below plans	5.00	350.00
3,400 lin.ft	Fir Piling	.50	1,700.00
190 cu.yds	Class "B" Concrete	20.00	3,800.00
270 cu.yds	Class "A" Concrete	21.00	5,670.00
210 cu.yds	Class "D" Concrete	21.00	4,410.00
90 cu.yds	Seal Concrete	17.00	1,530.00
88,000 lbs	Metal Reinforcement	.045	3,960.00
130,000 lbs	Structural Steel	.07	9,100.00
410 lin.ft	Concrete Handrail	4.50	1,845.00
All Required	Remove Br. & Maint. Traffic		3,500.00
	Sub-total		$ 37,965.00
	10% Engr. & Cont.		3,796.50
			$ 41,761.50

Federal Aid allowable on new work	$25,930.63	@ 52.8%
Federal Aid Requested	25,056.80	@ 50.0 %
Federal Aid Recommended	25,056.80	

SUMMARY

Total Estimated Cost, all work	$ 317,906.21
Total Federal Aid, all work	190,576.76
Total length of roadway (excluding bridges)	9.349
Total length [illegible] (including bridges	9.480
Total cost per mile (excluding bridges)	$ 37,979.36
Total Federal Aid per mile (excluding bridges)	16,734.26

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING.
PORTLAND, OREG.

November 10, 1927.

PR 57 Reopened

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:- Attention - Mr. Probert

Reference is made to your letter of November 4th relative to the Luckiamute River Bridge, Oregon F.A.P. No. 57.

You inquire as to whether this project should be reopened or can be submitted as Section B. It is noted that you refer to No. 62 - Section B as a parallel case. However, this same question came up in connection with Oregon F.A.P. 113 (which was later than F.A.P. 62), and you will recall our Regional Office insisted upon a reopening where structures were within the limits of the project.

We are of the opinion that it will be necessary to reopen the project, though, if you desire, we are willing to submit as a new project. However, it is our belief that a reopening will be necessary.

RECEIVED
NOV 14 1927
OREGON
STATE HIGHWAY

Very truly yours,

C. H. PURCELL
District Engineer

By T. M. Davis
Associate Highway Engineer.

Noted Jun

CHICAGO PORTLAND

November 4, 1927.

Mr. C. H. Purcell,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

It is expected to receive bids on November 29, for a new bridge across the Luckiamute River on the Monmouth-Benton County Line Section, Oregon Project 57.

You will recall that the project agreement on this section provided that a new structure should be built within five years, with or without federal aid. We will desire federal aid upon the new structure, and would now like to inquire whether it will be necessary to reopen the old project or whether we may simply handle the bridge as a new project, designated as 57-B. This is the method that was used in handling the Meacham Overcrossing, Project 62-B.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict by J. W. DeSousa/AP

Form No. 39—22292—6M—9-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 29th, 1925

Job Name [illegible]

Week from 21st to 28th

Mail Address Bend

Highway [illegible]

Telegraph or Telephone Address

County Deschutes Job Prefix [illegible]

Express and Freight Address Bend

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible] Contractor Griffith started work [illegible]

[illegible] project [illegible] Contractor Griffith work slow [illegible] advised [illegible] commence [illegible] [illegible]

[illegible] copy [illegible] this report [illegible] [illegible] [illegible]

GRADING CONSTRUCTION

Total miles of grading on project 6.5

Miles completed .....

Miles completed except finishing 4 3/4

Miles covered by contractor's forces .....

Miles cross-sectioned 6.2

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 2

Contractor's average force for week 12 *men,*

2 *teams,* ..... *steam shovels*

Grading work will be completed about May 31

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* .....

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week, and percentage of this week's time on each.

This job OPA* *Percentage* 25

Other jobs OKK *Percentage* 45

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

ably be rejected for cooperation.

UNITED STATES DEPARTMENT OF AGRICULTURE,

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No. .....

POST OFFICE BUILDING,
PORTLAND, OREG.

February 24, 1925.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of February 17, relative to final voucher covering project No. 57, Monmouth-Benton County Line paving. In reply the paragraphs have been given the same numbers as in your letter.

1. The work done on this bridge was maintenance or repair work only, and as such is not eligible for Federal aid. Conferences between Mr. McCullough and Mr. Wright were held relative to the structures on this project, and a tentative life of three to five years given this bridge, and in accordance therewith a special clause in the Project Agreement provides for a new bridge at this location within five years. This was also agreed to at a conference between the State Highway Commission and Mr. Purcell on February 23, 1922.

2. As regards the item of paving the deck of the overflow trestles: In general, it may be said that items to receive Federal aid must be called to our attention so that inspections may be made of the work, which in this case was not done. There is also the specific clause in the Project Agreement that these trestles are to be constructed by the State, and without Federal aid. This naturally precludes Federal aid on any part of the structure.

3. As noted in our letter of the 16th, we did not state this item would not be eligible for Federal aid. However, the designs for signs or signals were not presented to this Bureau for approval, which should have been done if Federal aid was to be requested.

4. As stated in our letter, we are willing to recommend this item. However, your answer is not to the point for if Federal aid is to be requested on such items, it is always necessary to submit plans covering them the same as retaining walls, or other items of like nature.

As regards our letter of October 24, 1924, we are herewith forwarding a copy for your files.

Very truly yours,

C. H. [illegible]
District Engineer.

Enclosure

[illegible] only be rejected for cooperation.

P.R. 57

Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

February 27, 1923

Gentlemen:

Receipt is acknowledged of your letter of the 16th instant returning final voucher on the Monmouth-Benton County Line Section, Oregon Project No. 57.

It would appear to us that the line regarding elegibility for Federal Aid has been rather closely drawn, and, before returning the voucher to you, there are some points that we would like to present in further detail.

(1) The strengthening of the Luckiamute River Bridge consisted of work necessary to bring the structure up to the standard required for a Federal Aid project and for the traffic which it would be required to carry when the paving was completed. This work resulted in increasing the strength of the structure to beyond that which it had at the time of original construction. As there is nothing in the plans excepting the Luckiamute River structures from the limits of the project, it would appear that the work should be elegible for Federal cooperation.

(2) Paving the deck of the Luckiamute River Bridge should have read "Overflow Bridge." The contract for the project covered concrete pavement and it was not desirable to place this type of pavement on the overflow trestle. It was, therefore, paved with bituminous concrete, by state forces and plant. It would appear that the work should be elegible for Federal aid.

(3) The Bureau recognizes the necessity for provisions for the safety and convenience of traffic, as is attested by the ruling that detours and traffic signs are proper items for cooperation. The sole reason for constructing a highway is to furnish a safe and convenient path for transportation, and it would seem that danger signals and guiding signs are just as necessary for the safety and convenience of the travelling public as any of the balance of the construction, including detours.

(4) The concrete protection at the ends of the Luckiamute overflow bridge consisted of placing concrete blocks at the ends of the structure and along the face of the embankment slopes. The work was done by State forces and without formal plans. As now in place, the work constitutes a protection to the structure and embankments, and, thereby, to the Federal aid pavement. It does not seem that this item should reasonably be rejected for cooperation.

In presenting these matters to you it is not our intention to appear controversial nor contentious, as whatever rulings you may now make will be accepted without further comment. The items in themselves are not of such great importance on the present individual project, but the restrictions which have been made are rather severe in comparison with previous practicesand we are desirous of settling the questions for guidance in the future.

With regard to the letter of October 24, 1924, which you mention, we regret to advise that we have no recollection of having received any letter touching upon the point which is apparently covered therein, nor are we able to locate one in our files. We would appreciate having you forward a copy to us.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By
S. H. Probert
Office Engineer

Dict. by J.C.DeCouseL

cc

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

February 16, 1925.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

There are herewith returned four copies of the final voucher in the amount of $22,246.74 covering Oregon 57, Monmouth-Benton County Line, 9.38 miles cement concrete pavement. —

This voucher is being returned for correction in the following items:

Under "Contingencies on which Federal aid is claimed" are two items which are not eligible for Federal aid, i.e.,

Strengthening Luckiamute River Bridge (State Forces)	910.46
Paving deck of " " " " "	1710.91

The item "Signs and Reflectors for Traffic" $121.43, was not covered in the agreement estimate, and it is our belief that this item does not constitute a contingency within the meaning of the Act.

One item which we will recommend, but which we are not sure will be passed, is the item of "Concrete protection of the ends of Luckiamute overflow bridge", $900.72. If Federal aid was to be requested on this item, plans for the construction should have been furnished this office so that inspection could have been made of this work.

Attention is also called to our letter of October 24, 1924, requesting that the amount on the face of the voucher correspond with the amount shown on the last page of the voucher under the heading, "Pro rata share of the United States -----". On the voucher being returned this amount should show $167,564.46 as noted in pencil on the attached triplicate copy.

When corrected please return vouchers to this office for forwarding for payment.

Very truly yours,

C. H. Purcell
District Engineer.

Enclosure

FORM 2A 22510 10M-1-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

(Rec'd 1-27)

Corvallis Oregon
Jan 26 - 25

The O.S.H. Comm.
Office Engr.
Salem Oregon

Dear Sirs:-

Complying with your request of 23rd inst. I am inclosing an estimate for work done inside the city limits of Monmouth under Contract #044. You will note that all quantities except the fence account work appear on the final estimate of 27 P.C. Also that the stationing was changed because all equations were backed out from the Valley & Siletz R.R. crossing at the Independence line.

The fence account contains a profile & will be retained for some time to aid in making a survey of defects in the pavement.

Yours very truly

Asst Engr.

L&P

(County billed for $89.10 1-28-25)

QUANTITY SHEET

STATE OF OREGON
HIGHWAY DEPARTMENT

Quantities pavement, shoulders, sub-grade, expansion and force account, work done within city limits Monmouth under Cont. 344 Job 27 P.C.

Sta	Sta	Quant	Unit	Item		Unit Price	Amount	Note
1039+02	1058+77	3571.62	Sq. Yds.	Type "A"	Pavement	$ 2.11	7536.12	See final Est.
"	"	4804.96	" "	Prep Sub-grade		.04	192.20	"
"	"	1440	Lin. ft	Expansion Joints		.12	172.80	"
1040+05	1058+77	3744	" "	Shoulder Constr.		.03	112.32	"
"	"	440	Cu. Yds	Shoulder Material		2.35	1034.00	@ 2½ C.Y. per sta.
Grading work & work of cutting pavement Main and Knox Sts. was done under F.O. #7 & 8 Aug 7 to 14 inclusive and covered by payroll for Aug. 1924 and sent in with Est #12								
Total pay roll F.O. 7 & 8 for Aug.							187.95	
Plus (.0245 - 25%) on 130.95							2.41	
" 15% on 133.36							20.00	
" 5% on 57.00							2.85	
Total F.O.								213.21
Total paid to Contr for work inside City Limits							$260.65	

City Billed Jan 28. 1925 LEP

Looked up bar reinforcement used & it amounted to about 800 lbs as near as could be figured from inspectors reports. 800 @ 6½ ¢ = $52.00 15% of 52.00 is $7.80. Amount must have thought it was too small amount to mention. Dawson says - forget it. 1-28-25 LEP

F.57

#544-0957
Polk + Benton Co

January 7, 1925.

Mr. Wm. DeHaven,
Mr. W. P. Vinton,
Mr. S. B. Cummins,

McMinnville, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 544 for the construction of the Monmouth-Benton County Line Section of the West Side Pacific Highway in Polk and Benton Counties, consisting of 9.49 miles of concrete paving, has been completed by the contractors, Cummins and La Pointe and that final settlement will be made by the State with said contractors for work done under said contract on or after January 16th, 1925.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractors.

Very truly yours.

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaigyery
Chief Clerk.

Dict. by J. McFarland.

Form No. 19—22292—6M—8-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R. A. K.

Date Oct 27, 1928

Job Name Mc...antel South

County

Highway West Side

County Jackson Job Prefix 27PC

Week from 20 to 26

Mail Address Corvallis

Telegraph or Telephone Address 1

Express and Freight Address 4

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor completed Cont # 544
on Sat. Oct. 20-28.

Reported ready for final acceptance
on Friday 26 th Hatfield
& C

Total overhaul for placed on shoulders
520 Cu. yds.

Unable to roll shoulders again because
of wet condition

Maintenance work to start first
of week.

NOTED
J. S. SAWYER

(See back of this sheet for instructions and detailed information.)

Signed Elliot Arnt

Title R.E.

FORM 2A 21706 SM-6-28

WILLIAM DUBY, SALEM, CHAIRMAN
COMMISSIONERS

09-5-7

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... Percentage.....

Other jobs ..... Percentage.....

Other jobs ..... Percentage.....

Other jobs ..... Percentage.....

FORM 8A 31755 SM-6-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

NOTED
J. S. SAWYER

RECEIVED
OCT 28 1924
OFFICE OF
DIVISION ENGINEER

OP-57

July 22nd, 1924.

Mr. T. S. Watts,
R. #4, Box 18 B,
Salem, Oregon.

Dear Sir:

Complying with your recent request for information as to the probable date of completion of the West Side-Pacific Highway south of Monmouth, have to advise that this paving work should be completed about August 10th, and allowing thirty days for the curing of the concrete, should be open to limited travel on or about September 10th.

Regarding the paving between Albany and Corvallis, would say that we cannot accurately estimate the date of completion at this time, but think in all probability that the contractors will be able to finish October 1st, they having completed something over four miles at this time.

Yours truly,

ROY A. KLEIN,
State Highway Engineer.

By

Division Engineer.

JSS:KR

'RE N
ROUTE 4, BOX 188
SALEM, OREGON

NOTED
J. S. SAWYER

1957

State Highway Commission
State House.

ANSWERED
J. S. SAWYER

Gentlemen.

May I ask for an approximate date when the paving on West side Highway - south of Monmouth in Polk Co: Ore - will be completed - open for travel.

Also the paving between Albany and Corvallis.

Thanks in anticipation of this favor

Yours truly.

T. S. Watts

PORT

NOTED
J. S. SAWYER

(See back of this sheet for instructions and detailed information.)

Signed .....

Title .....

Form No. 39—22292—6M—8-23

9957

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 6 1923

Job Name Wasco-Sherman Co. Line

Week from June 30 to June 5

Mail Address Corvallis Oregon

Highway Central Oregon

Telegraph or Telephone Address "

County Wasco Job Prefix 279 C

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grade Engineer moved 29th to Lay.
Grade Crew Along this week and Will move 29th
Helper-Lay Monuments, Concrete Found
for Dry Land Monuments ordered to
Grade Engineer Office and one Concrete
Line Pin Lower in Pit
Ind. Land & Irrig. Co. Ditch Damaged again
Reported that Contractor will start Work 2nd
Contract Dry Land Monuments to be done Next
Week
Mileage at 1169+00
2.75 Mi To go

NOTED
J. S. SAWYER

(See back of this sheet for instructions and detailed information.)

Signed Albert Hamt
PE

Title

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .. ..

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 9.5

Miles paving completed 7.05

Average daily sq. yds. this week Complete 6,3½ sq.

Miles shoulders completed both sides —

Contractor's average force for week 35 *men,*

2 *teams,* 13 *trucks*

Percentage of total required yardage now in place 75

Job will be completed about Aug 15

Number men in Engineering Party 5

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 100 *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

CONTRACT # 555,
574,583,628

PR 70 Elk River-Sixes River 1922-1924

555,574,583,628

#374-8 B.Bond 79-70.

September 18, 1924.

Mr. F. A. Dinsmore,
Sixes, Oregon.

Dear Sir:

In reply to your letter of the 14th inst. regarding your claim against Mr. Storm P. Pierce in connection with the construction of the Elk River and Sixes River bridges, will say that due to the fact that a bond was furnished by this department by the original contractor, the Portland Bridge Company, we are not in a position to pass upon your claim.

This bond was furnished for the purpose of protecting all labor and material claims which were incurred in the construction of these bridges, whether the said claims were incurred by the original contractor or by the subcontractor. In the event that you fail to secure satisfaction from either the subcontractor or the contractor, you still have recourse against the surety on the bond furnished by the Portland Bridge Company. In the event that you do not secure satisfaction from the bonding company then you still have recourse to action in the courts.

According to Section 2991, Oregon Laws, you should file your claim with the Secretary of State prior to the expiration of one year from the date of completion of the bridges. If you do not do this you cannot hold the surety company liable as their responsibility automatically ends one year from the date of completion of the work.

It is our understanding that Mr. Pierce furnished a bond to the Portland Bridge Company in connection with his subcontract. If this is the case, and we have no reason to doubt it, you will have recourse to this source as well as the bond furnished by the Portland Bridge Company.

For your further information will say that semi-final payment has been made to the Portland Bridge Company for this work. Our retained percentage at the present time amounts to only $500 which amount will be paid to the Portland Bridge Company as soon as the field notes have been checked over in this office by our office engineer. The final payment will not be made, however, if a legal attachment is filed against it.

We trust that we have made the matter clear to you.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

...h 21, 1924.

...ter of the 18th inst.
... the Portland Bridge
...with the Sixes River

...Mr. Steve P.Pierce. Mr
...Portland Bridge Company
...r under the Portland
...Highway Department is
... Company who are held
...nection with this contract.

...as with all state highway
...rnish a bond to protect
...rticular contract. The
...d in this instance, the
...mpany of Maryland, for
...rtland, Oregon, is agent.
...s of completion of the
...has more than the year yet
... been officially completed.

...r claim with the surety
...tion as they are equally
... Company. Investigation
... paid to the Portland Bridge
Company for this work since July 20, 1923. The work was practically complete at that time except the construction of handrail. This, no doubt, accounts for the fact that Mr. Pierce states that no money has been paid to them by the state. The last payment to the contractors will, no doubt, be changed to the final payment for this work. This should be made within a short time. However, there should be no excuse for the holding up of your pay. Our retained percentage amounts to over $4,000.

Dear Sirs:-

In regards to money due me for work on the Coos & Curry Cut-off. I have written the Portland Bridge Co. & the Fidelity & Casualty Co. of Maryland. They say Sikes has not authority to settle.

I have written to the Industrial Commission and so far have failed to get any satisfaction from them.

The way we get it, I will have to have Law suit. Yours

rch 31, 1924.

letter of the 28th inst.
t the Portland Bridge
with the Sixes River

y Mr. Steve P.Pierce. He
e Portland Bridge Company
ter under the Portland
e Highway Department is
ge Company who are held
nnection with this contract.

, as with all state highway
urnish a bond to protect
particular contract. The
ond in this instance, the
Company of Maryland, for
ortland, Oregon, is agent.
ate of completion of the
it has more than the year yet
not been officially completed.

your claim with the surety
igation as they are equally
ge Company. Investigation
en paid to the Portland Bridge
of our records show that to
Company for this work since July 20, 1923. The work was practically
complete at that time except the construction of handrail. This, no
doubt, accounts for the fact that Mr. Pierce states that no money has
been paid to them by the state. The last payment to the contractors
will, no doubt, be charged on the final payment for this work. This
should be made within a short time. However, there should be no excuse
for the holding up of your pay. Our retained percentage amounts to over
$4,000.

PG-70

March 31, 1924.

Mr. F. A. Dinsmore,
Sixes, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 28th inst. advising us of your claim of $207.43 against the Portland Bridge Company for services rendered in connection with the Sixes River bridge.

We note that you were employed by Mr. Steve P.Pierce. No doubt Mr. Pierce is a representative of the Portland Bridge Company in Curry County or else he is a subcontractor under the Portland Bridge Company, in any event, as far as the Highway Department is concerned, he represents the Portland Bridge Company who are held responsible and liable for all claims in connection with this contract.

In connection with this contract, as with all state highway contracts, the contractor is required to furnish a bond to protect all labor and material claims against the particular contract. The Portland Bridge Company furnished such a bond in this instance, the surety on which is the Fidelity & Deposit Company of Maryland, for whom Mr. Robert Whyte, Corbett Building, Portland, Oregon, is agent. This bond is good for one year after the date of completion of the contract and in this particular instance it has more than the year yet to run due to the fact that the work has not been officially completed.

We would suggest that you file your claim with the surety who will, no doubt, give it proper investigation as they are equally liable for it as well as the Portland Bridge Company. Investigation of our records show that no monies have been paid to the Portland Bridge Company for this work since July 20, 1923. The work was practically complete at that time except the construction of handrail. This, no doubt, accounts for the fact that Mr. Pierce states that no money has been paid to them by the state. The next payment to the contractors will, no doubt, be ~~changed to~~ the final payment for this work. This should be made within a short time. However, there should be no excuse for the holding up of your pay. Our retained percentage amounts to over $4,000.

The Portland Bridge Company have built a number of bridges for the Highway Department and we have found them at all times a responsible concern. We do not believe that they are trying to get out of paying your claim, it simply a matter of wanting you to settle your claim from monies earned from the work on which you were employed.

It might be well for you to write to the Portland Bridge Company at Portland, address Yeon Building. It may be that by taking the matter up directly with their headquarters office that you will obtain satisfaction.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:EM

Contract #57X

Auxiliary Buildings

Portland Hydraulic Co.

Date of Completion

#45,186.69 Paid to June 21-1923

Retained to date - #4,172.63

95% Completed - More data,

Total of bids for Schedule #1,

Siuslaw Bridge & Co Humboldt

F. E. Pierce

Contract #574

Siuslaw Oregon
Mar-28-24

ads are going to
at least enlighten
me on the subject. On the 4th day of Dec. last year
(1923) I was employed by one Shea P. Pierce to
work on the Siuslaw bridge, here at Siuslaw Oregon, at
the rate of $5.00 per 8 hr. day. I was voluntarily told
by Mr. Pierce that we would only receive our money
ay once every month, as the State payed on or about
the 10th of each month.

I thinking he had let the matter slip
his mind, there was nothing said until the
20th of Jan. At that time he informed us
that he had concluded to handle the payroll him-
self and that he would have some money for
us right away. On the 15th of Jan he gave
me, a check for the amount of $150.00 for 30 hr. Feb 20 hr
another for $75.00 which is all I have received and
it seems almost an utter impossibility to get
any more altho he makes promises every day
to get some money. Now from the 4th day of Dec.

Lives Oregon
Mar-28-24

Dear Sirs:-

I'm not sure this few words are going to benefit me but I do hope it at least enlighten me on the subject. On the 4th day of Dec. last year (1923) I was employed by one Steve P. Pierce to work on the Lives bridge, here at Lives Oregon, at the rate of $5.00 per 8 hr. day. I was voluntarily told by Mr. Pierce that we would only recieve our money once every month, as the State payed on or about the 10th of each month.

I thinking he had let the matter slip his mind, there was nothing said until the 10th of Jan. At that time he informed us that he had concluded to handle the payroll himself and that he would have some money for us right away. On the 18th of Jan he gave me, a check for the amount of $150.00 + 1/2 on B. Feb 20th another for $75.00 which is all I have received and it seems almost an utter impossibility to get any more altho he makes promises every day to get some money. Now from the 4th day of Dec.

Till the 15th day of Mar. I have worked aut $300.43
(Three Hundred dollars & 43/100) and have never
known of any time before that the state
held back time for labor that long. So my
object is to find aut who is to pay this,
Mr. Pierce or the state. - He has already asked
where he can hire some men in our place
as we have refused to ~~work~~ work from here
to Elk river Bridge and I cant even get money
from him to get a licence for my ford
so that - I can finish the Elk Bridge.

The Dixie Bridge is completed with
the exceptions of 1 bolt thru top & paint.

Now as I say, my object is to find
aut why we are doing without actual
necessary needs at our home & havint
even money to get seed to sow the spring
crop & cant get our auto licence on acct of
not being able to collect $207.43 from either
the State or S.P. Pierce & have my time
down from day to day as I worked and

ANSWERED H. B. Q.

-over-

witnesses to the same, as the men that were
working with me are in the same shape
as myself.
Now hoping that you give me
some enlightening encouragement + advice
as to who is responsible for this wait
on money for actual labor I am

F. A. Dinsmore
Sixes Oregon

PR-70

February 16, 1924.

Mr. A. F. Stevens
Oakland, Oregon.

Dear Sir:

This letter is to advise you that it is the intention of the State Highway Commission to make final payment to John Halvorsen on contract No. 828, Port Orford-Sixes River Section of the Roosevelt-Coast Highway in Curry County.

This payment will be made on or after February 26th 1924.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

December 26, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are herewith returning intermediate vouchers covering work performed on Federal aid project No. 70, Elk River-Sixes River Section, on which the following errors are noted:

The unit price of 45¢ instead of 40¢ is shown for common excavation, though the extension is correct for 40¢.

The quantity of the top course and base course of surfacing is transposed and should be changed. This will also alter the figures in the "Amount" column and change the totals.

When corrections are made please return to this office.

Very truly yours,

C. H. PURCELL, District Engineer,

By L. M. Davis
Acting.

Enclosure

December 11, 1928

PR-70

Mr. John Hakanson,
Port Orford, Oregon.

Dear Sir:

Your letter of the 7th inst. regarding the November estimate for work done between Elk River and Sixes River, has been received and noted. In the same mail with your letter we received the voucher covering estimate No. 4 for work done up to November 20th, which you signed on December 8th, the day following the date of your letter.

This leads us to believe that this was the estimate that you were looking for. This estimate, along with the other for work done between Elk River and Port Orford, will now be mailed out to the Highway Commissioners for execution and passed to the Secretary of State for the issuing of a warrant. It will likely be a matter of ten days before the warrant is in your hands.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

Port Orford. Ore.
December 7th 1923

Roy A. Klein. State Highway Engineer
Salem. Ore.

DEC 11 1923

Dear Sir.

I have received last months estimate for work done between Elk River and Port Orford but no estimate for work north of Elk River no any force account. As I will finish the work about Christmas I will be vadly in need of money about that time Will you kindly give this matter your prompt attention. Thanking you and hoping to receive the estimate by return mail I am

Yours respectfully
John Hakanson

$3,245.83 Est #

ANSWERED
H. B. O.

(See back of this sheet for instructions and detailed information.)

Title ..... Pres. Comm'r.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FR-70

Date Aug. 6, 1923

Job Name Elk River Bridges

Week from July 29 to Aug 4, 1923

Mail Address Bandon Ore

Highway Coast

Telegraph or Telephone Address "

County Curry Job Prefix [illegible]

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Gravel has been placed sta 285 to sta 310

Crushing plant seems to be working in fair shape.

Elk River bridge will be in shape today to haul over.

RECEIVED
AUG 7 1923
MARSHFIELD DIV OFFICE

Signed C H Chastain

Title Res Engr

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.06

Miles completed —

Miles partially done 1.00

Average daily yardage placed this week 120

Average daily yardage necessary to complete on time 266

Contractor's average force for week 5 men,

1 teams, 2 trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party 1- Checker

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job SPA-2 *Percentage* 10%

Other jobs SPB *Percentage* 20%

Other jobs 6PD *Percentage* 70%

Other jobs ..... *Percentage* .....

May 11, 1925.

Mr. A. F. Sterns,
Oakland, Oregon.

PR # 70

Dear Sir:

You are hereby notified that State Highway contract No. 585 for the construction of the Elk River-Sixes River Section of the Roosevelt-Coast Highway in Curry County, consisting of 2.7 miles of grading, has been completed by the contractor, John Halvorson, and that final settlement will be made by the State with said contractor on or after May 31st 1925.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demandsincurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractor.

Very truly yours,

ROY A. KLEIN,

State Highway Engineer,

By

Chief Clerk.

JHeF.

mb

Curry county

PR#70

Port Orford, Oregon,
May 4, 1923.

Oregon State Highway Commission
Salem, Oregon.

RECEIVED
MAY 9 1923
OFFICE
STATE HIGHWAY COMMISSION

Dear Sirs:

In regard to Samuel Mollis claim against this contract 5-5-5. Job. 8 P.A. he has absolutely nothing coming. He has been overpaid a few dollars.

I haven't heard any thing from his attorney since January. I thinks they have given up the idea of trying to scare us out of a few dollars.

However I want the State to be safe so will arrange with our Bondsman to stand between the State and this claim.

Was suit on the bond

Yours Respectfully
John R. Hill.

Filed with Contract #555
Stuff.

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

November 14, 1922

RECEIVED
MAY 9 1923

John R. Hill,
Port Orford, Oregon.

Dear Sir:

Answering your letter of the 8th I wish to say that the State Highway Commission does not attempt to pass upon the merits of claims filed against a contractor and would not require a contractor to pay a disputed claim where the contractor insists and urges that the claim is an unjust claim, but in order to avoid expense and delay in getting his money out of the State he finds it necessary to meet the State's demands.

I would suggest that you take this up with your surety and I am sure that you can make an arrangement with your surety by which the State will be at liberty to make final settlement on the contract notwithstanding the outstanding claims.

Yours very truly,

J. M. Devers
Assistant Attorney General.

JMD:AAP

April 6, 1923

Mr. A. F. Stearns,
Oakland, Oregon.

PR#70

Dear Sir:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to John Rahmason on contract No. 555, more commonly described as the Elk River-Sixes River Section of the Roosevelt-Coast Highway in Curry.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Chief Clerk.

JHcF.

Mr. W. E. Chandler,
Division Engineer,
Marshfield, Oregon.

March 7, 1923.

PR - 70

Dear Sir:

Reference is made to the contract recently awarded for grading and surfacing the Port Orford-Elk River Section, and for surfacing the Elk River-Sixes River Section. As this contract covers two Federal Aid projects, and each project will have to be vouchered separately to the Federal Government, we would request that a corresponding division be made in the field.

For this purpose, the Port Orford-Elk River grading and surfacing will be known as Unit 1 under the contract, and the Elk River-Sixes River surfacing will be known as Unit 2. A separate series of estimates and quantity summaries should be submitted on each project, and as far as possible, a distribution made of the engineering costs. The correct issuance of force account orders and the distribution of payments also should be watched.

Prefixes for use on the contract have been assigned as follows:

8 PA-2, surfacing Elk River-Sixes River Project, Post Road #70.

8 PB, grading and surfacing Port Orford-Elk River, Post Road #96.

Yours very truly,

HERBERT HUNN
State Highway Engineer

By

Office Engineer

Dict. by J. W. DeSouza

EH

NOTED
H. A. GLASGYER

E

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

March 6, 1923.

PR - 70

Gentlemen:

Herewith we are enclosing six copies of revised estimate on the Elk River-Sixes River Section, Oregon Project #70. This estimate has been revised to include the contract prices on the surfacing.

As this estimate calls for a slightly smaller amount of Federal funds than is provided for in the project agreement, it will be satisfactory to us to simply substitute this estimate and to leave the excess Federal funds set up for the present. Please advise us whether you consider it preferable to follow this procedure or to request a modification of the agreement. Our suggestion is based upon the action which was taken on Project #43.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

Dict. by J. W. DeYoung

ER

enc.

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 70

ELK RIVER-SIXES RIVER SECTION OF THE ROOSEVELT COAST HIGHWAY IN CURRY COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, March 5, 1935.

Grading					
All Required		Clearing and Grubbing		$ 2,700.00	
82,600	Cu. Yds.	Common Excavation	.40	33,040.00	
14,600	" "	Solid Rock Excavation	1.00	14,600.00	
21,000	Sta. Yd.	Overhaul	.05	1,050.00	
2,000	Lin. Ft.	6" Porous Drain Tile	.40	800.00	
150	Cu. Yds.	Backfill for Tile Drains	1.50	225.00	
860	Lin. Ft.	18" x 18" Cedar Culverts	1.94	1,649.00	
150	" "	18" x 24" " "	2.25	337.50	
460	" "	2' x 2' " "	3.06	1,407.60	
380	" "	4' x 4' " "	8.24	3,313.60	
					$ 59,082.70
Surfacing					
5,000	Cu. Yds.	Surfacing, Top Course	1.90	$ 5,700.00	
2,700	" "	Surfacing, Base Course	1.85	4,995.00	
450	" "	Filler	.25	112.50	
					$ 10,807.50
Elk River Bridge					
13	Cu. Yds.	Class "A" Concrete	30.00	$ 390.00	
128	" "	" "B" "	20.00	2,560.00	
7,500	Lbs.	Metal Reinforcement	.06	450.00	
124,000	"	Structural Steel	.09	11,160.00	
4,890	Lin. Ft.	Piling	.30	1,467.00	
53	Cu. Yds.	Lumber	40.00	2,120.00	
1,225	Lin. Ft.	Handrail	1.50	1,837.50	
420	" "	Approach Superstructure	8.00	3,360.00	
202	Cu. Yds.	Excavation	5.00	1,010.00	
20	" "	Excavation, below plans	5.00	100.00	
					$ 24,454.50
Sixes River Bridge					
17	Cu. Yds.	Class "A" Concrete	30.00	$ 510.00	
147	" "	" "B" "	20.00	2,940.00	
8,500	Lbs.	Metal Reinforcement	.06	510.00	
186,000	"	Structural Steel	.09	16,740.00	
4,570	Lin. Ft.	Piling	.30	1,371.00	
69	M-FBM	Lumber	40.00	2,760.00	
1,175	Lin. Ft.	Handrail	1.50	1,762.50	
305	" "	Approach Superstructure	8.00	2,440.00	
158	Cu. Yds.	Excavation	5.00	790.00	
20	" "	Excavation below plans	5.00	100.00	
					$ 29,983.50

Elk River - Sixes River #2

Crystal Creek Bridge

840	lin.ft.	Piling	$ 0.30	$ 162.00	
95	lin.ft.	Approach Superstructure	8.00	760.00	
3	M-FBM	Lumber	40.00	120.00	
215	lin.ft.	Handrail	1.00	215.00	
					$ 1,357.00
		Sub-total			$125,446.20
		10% Engr. & Cont.			12,546.52
					$ 138,011.72

Length of Project 2.76 Miles

Cost per Mile, including bridges - $ 50,004.24

" " ", not " " - $ 27,830.87

State Funds Available $ 53,635.87

Federal Aid Requested 84,375.85

$138,011.72

Federal Aid Recommended _____

Full
PR. #70

Form No. 14.

(To be made out in triplicate. White and blue copies to be sent to Salem office.)

1 PA.

OREGON STATE HIGHWAY DEPARTMENT
ORDER FOR EXTRA WORK

Job Elk River - Sixes River **Date** Feb. 23rd., 193[illegible]

Highway Coast **Contract No.** 555

County Curry **Order No.** 4

Contractor John Hakanson

Address Port Orford, Ore.

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Work to be done: Removing Slides

Location by station numbers: 424 452-461

Quantities:

Estimated cost: $105.00

MAR 23 1933

Recommended for approval:

F. N. Smithhall
Resident Engineer.

Approved:

Date Mar. 1933

Form No. 24.

(To be made out in triplicate. White and blue copies to be sent to Salem office.)

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

Job ..... Elk River - Sixes River ..... Date ..... Feb. 23rd. ....., 19[illegible]

Highway ..... Coast ..... Contract No. 555

County ..... Curry ..... Order No. 4

Contractor ..... John Hakanson

Address ..... Port Orford, Ore.,

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Work to be done: ..... Removing Slides

Location by station numbers: 424 432-434

Quantities: .....

Estimated cost: $105.00

Recommended for approval:

F. N. Hirst Hall

Resident Engineer.

Approved:

Date ..... Mar 1 - 1923

January 27, 1923.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

P. R. 70.

Gentlemen:

Herewith we are enclosing six copies of estimate and unit price analysis and four copies of special provisions on the Elk River-Sixes River Section, Oregon Project No. 70.

It will be noted that the specifications for this project are the same as on Project 95 as the two jobs are being advertised as a single contract.

Very truly yours.

HERBERT BURE
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeCoux.
AP
Enclosures.

Oregon State Highway Department — Project No. 70.

Elk River-Sixes River Section of the Roosevelt Coast Highway in Curry Co.

(Estimate with special provisions. Not as basis for project agreement.)

Salem, Oregon, January 27, 1925.

3,000	cu. yds.	Top Course Surfacing	$ 2.75	$ 8,250.00
2,700	cu. yds.	Base	2.25	6,075.00
450	cu. yds.	Filler	.50	225.00
			Sub-total	14,550.00
			10% Engr. & Cont.	1,455.00
			Total	$ 16,005.00

Length of Project 2.76

Cost per mile (surfacing only) 5,798.91

Oregon State Highway Department. Project No. 70

Elk River-Sixes River Section of the Roosevelt Coast Highway in Curry County

Analysis of estimated surfacing price.

Salem, Oregon, January 27, 1925.

Royalty	$	.05
Excavation		.30
Crushing and Screening		.85
Hauling (aver. 1.56 mi. @ .30		.47
Spreading & Compacting		.25
Preparation of Subgrade		.05
Supt. & Overhead		.20
		2.17
Profit		.33
Est. bid price	$	2.50

Note:-Estimate contemplates differential of 50¢ between top course and base course materials. Contractor should bid to protect himself when an excess yardage of top course materials are used.

SPECIAL PROVISIONS

Port Orford - Sixes River

WORK TO BE DONE

The work to be done under this contract consists of the grading of the 5.6 mile section between Port Orford (Station 128 + 81.3) and Elk River (Station 302 + 94.4 = 318+68.3) and of the surfacing with broken stone or crushed gravel of the 6.1 mile section between Port Orford (Station 128+81.3) and Sixes River (Station 464 + 57.3).

GRADING CONSTRUCTION UNDERWAY

The attention of the Contractor is called to the fact that the grading of the portion of this project which is between Elk River (Station 318+68.3) and Sixes River (Station 464+57.3) is underway and uncompleted at the time this contract is awarded. The State Highway Commission will endeavor to have this grading work carried to early completion, but it will not be liable to the Contractor for any delays, inconvenience or extra expense which may result in case all or part of the work is not completed as promptly as expected.

The contractor will be required to handle his work in such manner as to not interfere in any way with the grading and bridge construction work, and he shall commence the surfacing of no portion of the roadway until he is authorized to do so by the Engineer.

In case of unreasonable delay in the completion of work by the grading Contractor, which delay prevents the completion of the surfacing work within the specified time limit, such extension of time as the Engineer may consider equitable will be granted.

CLEARING AND GRUBBING

Clearing and grubbing operations shall be started within twenty days after the award of this contract, and shall be carried on continuously thereafter. All clearing required shall be completed by not later than April 15, 1923.

CLASSIFICATION OF EXCAVATION

Excavation will be classified under the "Two Classification Basis" clause given on Page 21 of the Standard Specifications.

ALTERNATE TYPES OF CULVERTS

Alternate bids will be accepted on cement concrete pipe and cedar log culverts. For the comparison of bids, the equivalent sizes of these types of drainage structures shall be considered to be as follows:

18" x 18"	Cedar	Culvert	equivalent	to	18"	Concrete Pipe
2' x 2'	"	"	"	"	24"	" "
3' x 3'	"	"			(No Alternate)	
4' x 4'	"	"			(No Alternate)	

Bids on types of culverts or culvert pipe, other than concrete and cedar, will not be considered.

CEDAR CULVERTS

Cedar culverts shall be constructed of good, sound, fire-killed or green white cedar. Construction shall be in accordance with the attached blueprint plans, the sawed timber type or the log type to be used at the contractor's option.

The quantity to be paid for under this item shall be the number of lineal feet of completed culverts, the length of each culvert to be taken as the average of the length of the top and bottom.

The price bid per lineal foot shall include the furnishing of all logs, sawed timber, bolts, labor and material required for the construction of the culverts complete in place, in accordance with the plans and the instructions of the Engineer.

EXISTING ROAD TO BE KEPT OPEN TO TRAFFIC

Attention is called to those clauses among the general provisions given herein, which require the contractor to provide and maintain suitable detour roads, and to so conduct his work as to cause the general public as little inconvenience as possible. The contractor will be required to fully comply with these provisions, and at no time will he be allowed to obstruct the existing road until he has provided satisfactory detours.

Port Orford - Sixes River Section #3

BROKEN STONE OR CRUSHED GRAVEL SURFACING

Preparation of Subgrade:

Before spreading the surfacing materials, the contractor shall, by means of blades, graders, fresnoes or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions.

Where existing broken stone or gravel surfacing occurs at grade which makes possible its utilization as a base for the new surfacing, which is the case between Stations 146 and 176, the old surfacing shall be scarified and respread to such width and crown as the Engineer may direct, this work to be done as a part of the preparation of subgrade and its cost to be included in the prices bid for surfacing. Grading work on the shoulders of such portions of the project shall be done before or after the scarifying and respreading work as the Engineer may order, and it shall be paid for on a cubic yard basis at the price bid for excavation of the appropriate classification.

The subgrade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared, shall be maintained true to crown, grade, and uniform surface until covered.

In no event shall any surfacing materials be placed upon any section of the subgrade which is not, in the opinion of the Engineer, in a condition suitable and satisfactory for surfacing.

Number of Courses and Cross-section:

The number of courses in which the surfacing shall be laid, and the cross-section to which it shall be constructed shall, in general, conform to the specifications in the paragraph below and to the attached or accompanying typical cross-section plan, but these features shall be subject to such changes as may be ordered by the Engineer to take care of varying subgrade conditions.

In general, the surfacing shall be constructed in two courses of approximately equal average thicknesses. The top course shall entirely cover and overlap the bottom course as indicated in the typical cross-section plan. The finished surfacing shall have a bottom width of eighteen (18) feet and a top width of fourteen (14) feet, and it shall have an average thickness of eight (8) inches.

Part or all of the surfacing between Stations 146 and 176 will be laid in a single course and will have an average thickness materially less than eight inches.

Materials:

Surfacing materials may be either broken stone or crushed gravel as the contractor may elect. Suitable rock from which to manufacture broken stone is available near Station 345. Suitable gravel from which to manufacture crushed gravel is available in Elk River.

All surfacing materials shall be clean, hard tough and durable, and shall be free from soft, thin, elongated or laminated pieces. Materials shall be subjected to and must pass such tests as the Engineer may consider necessary to insure good material.

Only the most suitable materials available from the sources designated above, or materials in every way equal thereto, will be allowed to be used. The Engineer shall, in every case, be the judge as to the relative suitability of materials.

Contractor to Acquire and Develop Sources of Material:

The contractor shall acquire and develop such sources of material as are required for the prosecution of the work. He shall pay all royalties, shall remove overburden, shall provide hauling roads, and shall bear all expense incidental to the securing, furnishing and delivering upon the work of all surfacing materials required.

In case the contractor is unable to make arrangements for the taking of materials from the available sources without compliance to unreasonable restrictions or the payment of exhorbitant royalties, the State Highway Commission, at the contractor's written request, will institute condemnation proceedings, or take such other steps as may seem advisable for the securing of materials from the particular source, or sources involved.

It is understood that the contractor will bear all expense of the condemnation proceedings, and all other expense to which the State Highway Commission may be put, and will pay such royalty costs or other consideration as the Court may award, or as may be otherwise fixed.

Sizes of Materials (Broken Stone):-

Broken stone for base course shall all pass a screen having one and one-half (1½) inch circular openings. It shall contain not more than fifty (50) per cent of material passing a three-quarter (3/4) inch circular opening, nor more than twenty-five (25) per cent of material passing a one-quarter (1/4) inch square opening. It need not contain any material passing a three-quarter (3/4) inch circular opening, but it shall be well graded from the maximum one and one-half (1½) inch size to its minimum size of three-quarters (3/4) inch or below.

Broken stone for top course shall all pass a screen having three-quarter (3/4) inch circular openings and shall contain not to exceed thirty-five (35) per cent of material passing a one-quarter (1/4) inch square opening. It shall be well graded from the maximum three-quarter (3/4) inch size to dust.

Sizes of Materials (Crushed Gravel):-

Crushed gravel for base course shall all pass a screen having one and one-half (1½) inch circular openings. It shall be uniformly graded from the maximum one and one-half inch size to dust, and it shall contain not more than thirty-five (35) percent of material passing a one-quarter(1/4) inch square opening.

Crushed gravel for top course shall all pass a screen having one (1) inch circular openings. It shall be uniformly graded from the maximum one (1) inch size to dust, and it shall contain not more than forty (40) nor less than twenty (20) per cent of material passing a one-quarter (1/4) inch square opening.

All oversize in the run-of-pit material shall be crushed and incorporated uniformly with the uncrushed materials.

Means to Prevent Separation of Fine from Coarse Materials:

In the handling of materials, the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible, materials in being transferred into stock piles, bins, or vehicles shall be dropped vertically.

Hauling:

To assist in the compacting of surfacing materials, the contractor will be required to do his hauling, as far as practicable, over the surfacing, as it is placed. The construction of surfacing shall in all cases begin at the point nearest the point of loading materials and shall progress away from that point. The base course shall at all times be in place at least one mile in advance of the top course.

Dragging:

The contractor shall do such blading and dragging of both the base and top courses as may be necessary to bring them to a uniform grade and crown with a smooth and even surface, and as may benecessary to maintain them free from ruts and true to the crown, grade and surface to which they are first constructed. They shall be so maintained until covered, or until all surfacing to be constructed under the contract is completed.

Sprinkling and Rolling:

If, in the opinion of the Engineer, the surfacing materials should be sprinkled or rolled during the course of construction, the sprinkling or rolling shall be done by the contractor and paid for as "extra work", or shall be done by State forces without cost to the contractor.

Finishing Shoulders and Cleaning Ditches:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed, inclusive of ditches, trimmed up so as to provide a uniformly crowned and well drained cross-section, as indicated on the plans. All excess excavated materials and all loose stones and rock fragments that may be dragged to the surface shall be deposited on the sides of embankments or otherwise disposed of to the satisfaction of the Engineer.

Measurement and Payment:

Payment for the construction of surfacing as above specified shall be made at the prices bid per cubic yard for surfacing of the particular kinds and classes included among the bid items. The quantity of any kind or class of material to be paid for shall be the number of cubic yards of that kind or class of material furnished, delivered and incorporated in the work. Measurement shall be loose measure aboard trucks or other conveyances at the point of their loading.

The unit price bid shall be understood to cover preparation of subgrade, the furnishing, screening, crushing, hauling, spreading and compacting of materials, the trimming of shoulders, the cleaning out of ditches, and all other work involved in the construction of the finished surfacing at the grade and to the cross-section indicated on the plans, and in accordance with these provisions.

MAINTENANCE MATERIALS

Materials for maintenance shall conform in every respect to the specifications given for materials to be used in the construction of the top course of the surfacing. They shall be placed in neat, well formed piles of 25 cubic yards each, spaced at intervals of approximately one-quarter of one mile.

The exact positions of the piles shall be as ordered by the Engineer.

Payment shall be made at the unit price bid for maintenance materials, and this price shall be understood to include the furnishing, screening, crushing, hauling, and piling of materials, and the leveling-off and preparing of the sites upon which the materials are to be piled.

FILLER

Where the engineer so directs, there shall be added to and incorpora ted with the surfacing materials, a "filler" of sand, loam or other suitable material. Materials for this purpose shall be obtained from such sources as the Engineer may select, and shall te dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then to spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals alongside the work. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and when filler material is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "filler-haul" of twenty-five (25) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred 9(500)feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

6-10-22

January 17, 1923

Mr. John Hakanson,
Oakland, Oregon.

Dear Sir:

Your request for extension of time on contract No. 555, Elk River-Sixes River grading, was considered at the meeting of the Commission on December 15, 1922, and the following action taken:

"John Hakanson requested an extension of time to February 28, 1923 on contract No. 555, which is the grading of the Elk River-Sixes River Section. The Engineer reported that the work had been prosecuted diligently and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission."

Very truly yours,

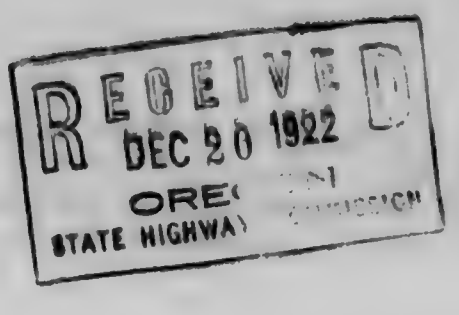
Secretary.

RAK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.



December 18, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are transmitting herewith memorandum relative to intermediate voucher covering work on Oregon No. 70.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

Enclosure

B-3

December 11, 1922.

Memorandum to accompany progress voucher in triplicate for Oregon Federal Aid Project No. 70, for the period from October 21 to November 20, 1922, claimed in the amount of $3,174.13. This voucher has been reduced by $24.26.

An overrun is noted in the item of 2' X 2' cedar log culverts. The States have been requested not to claim overruns on progress vouchers. Overruns may be claimed on the final voucher under engineering and contingencies, providing there is sufficient leeway.

Making this correction, payment is recommended in the amount of $3,149.87.

H.K. Bishop

Chief, Division of Construction.

December 7, 1928

Mr. M. Sacramento,
County Treasurer of Curry County,
Gold Beach, Oregon.

Dear Sir:

Receipt is acknowledged of county treasurer's check No. 840 in amount $11,500 covering Curry County's cooperation on the Sixes River-Elk River Section of the Coast Highway.

In behalf of the Commission I wish to thank you for your prompt remittance.

Very truly yours,

Secretary.

DAK:LM

cc. County Court of Curry County, Gold Beach, Oregon.

Letter from Co Court 8-1

PR700

November 14, 1922

John R. Hill,
Port Orford, Oregon.

Dear Sir:

Answering your letter of the 8th I wish to say that the State Highway Commission does not attempt to pass upon the merits of claims filed against a contractor and would not require a contractor to pay a disputed claim where the contractor insists and urges that the claim is an unjust claim, but in order to avoid expense and delay in getting his money out of the State he finds it necessary to meet the State's demands.

I would suggest that you take this up with your surety and I am sure that you can make an arrangement with your surety by which the State will be at liberty to make final settlement on the contract notwithstanding the outstanding claims.

Yours very truly,

JMD:AAP

Assistant Attorney General.

P.O. 70 /

Port-Orford, Ore.,
Nov. 8, 1922.

J. M. Devers
Salem Ore.

Dear Sir: Yours of the 2nd at-
hand in regards to Mott's claim
for money due him. I thanks
you for giving me a chance to ex-
plain my side of the case.
Loyd Hess and Samuel Mott took
Sub. Contract of building Culverts on
a portion of the Elk River - Sixes
River Section of the Coast Highway.
After they had built two or three
together the Engineer in Charge, namely
C. H. Armstrong stopped Hess from
building Culverts as his work was
not satisfactory

LEGAL DEPARTMENT

Mott went right on with the Contract.

I paid for all material, labor and board bills and charged them to Hess and Co.

Now Mott refuses to stand Hess' part of the bills, even for material, such as drift-bolts + stumpage to Mr. Sweet for cedar, for which I paid $3.00 per thousand

I wish you would advise me what to do in this case.

Can I put up a bond to the Highway Commission to cover this claim? So I can get settled up when I am through with my Contract.

Very Respectfully Yours
John R. Hill.

November 2, 1922

November 7, 1922

John H. Hill,
Harbor, Ore.

Dear Sir:

This is to advise you that the State Highway Commission has been notified of a claim in favor of Mr. Mott for services performed by him in connection with your contract on what is referred to as the Curry County Project.

May I have a letter from you indicating your attitude with reference to this claim?

You, of course, know that the terms and conditions of your contract require that you promptly pay all claims for labor or material rendered or furnished in connection with your job.

The Highway Commission has no knowledge of the facts supporting this claim, hence is not at this time attempting to pass upon the merits of the claim, but your attention is called to the fact that the claim has been filed and if it is a just and meritorious one it is one that would necessarily have to be taken care of under the terms of your agreement.

Yours very truly,

Assistant Attorney General.

MDeAAP

CC: C. F. McKnight

PR 20

Law Office of
C. F. McKnight
Suite 301-2 Coke Building
Marshfield, Ore.

November 3,1922.

Mr.J.M.Devers,
Assistant Attorney General,
Salem,Oregon.

Dear Sir:

Re.XXXX Mott v. Hill;

I have your valued favor of the 2nd.inst.,relative to claim referred to,together with carbon copy of your letter to Mr.Hill,for all of which I sincerely thank you.

Respectfully,

C. F. McKnight

RECEIVED
NOV 4 - 1922
LEGAL DEPARTMENT

November 2, 1922

Mr. C. F. McKnight,
Marshfield, Ore.

Dear Sir:

Your letter of October 27th addressed to the State Highway Commission advising the the Commission that there is a disputed claim existing between John R. Hill, one of the contractors on the Curry County Project, and Mr. Mott, who performed some work for Mr. Hill in constructing culverts, etc., has been handed to me for reply.

I do not believe that the Highway Commission would be justified in withholding funds from a contractor for the purpose of requiring that the same be applied in satisfying a disputed claim between the contractor and a person furnishing material or labor in connection with the work, unless, of course, the Commission withheld the funds in obeyance to a court order.

The Highway Commission exacts a bond in connection with each contract for the protection of persons furnishing labor or material, a copy of which Mr. Mott may have by making the affidavit required by statute.

It has been the practice and policy of the Commission to advise contractors of the filing of claims, and when the State is ready to make final settlement with a contractor the surety on the contractor's bond is notified of that fact, but I have never felt that I would be justified in advising the Commission to arbitrarily withhold funds and require a contractor to settle a disputed claim, for there are some instances when an injustice might be done and the contractor find it less expensive to pay an unjust claim rather than incur the expense of litigation.

For your files I am enclosing a copy of a letter which I have this day written to John R. Hill.

Trusting you will understand my position, I am

Yours very truly,

JMDtAAF

Assistant Attorney General.

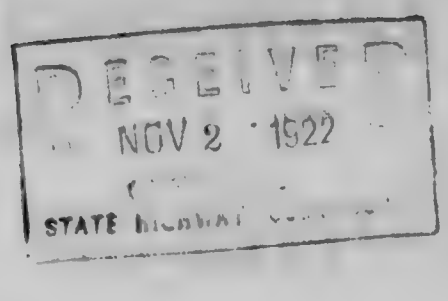
Encl. 1

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

November 1, 1922.



Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 70 (Roosevelt Highway, Elk River-Sixes River section), have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

O.K. Jno. D.

Form P. R. 2

State Oregon

Project No. 70

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

RECEIVED
AUG 81
U.S. DEPARTMENT
OFFICE OF ... AND SURV...
DISTRICT ... N
PORTLAND, ORE.

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of August, 1922 by and between the State Highway Commission of Oregon

....., constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 20th day of May, 19 22 a project statement, which was approved by the Secretary on the 19th day of July, 19 22, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the district engineer on July 20, 1922, and approved by the Secretary on the 13th day of October, 1922; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty-six thousand, two hundred seventy and 65/100

.....

dollars ($ 86,270.65) as the [illegible] the United States payable under said act on account of said project, which does not exceed [illegible] per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State from sale of Bonds authorized by Legislature under (date By act of the Legislature of and citation), appropriating dollars.

Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.

*(b) By the County of (By tax levy or bond issue authorized by act of (date and citation).

*(c)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between Survey Station 319+00, a point approximately 2/3 mile south of Elk River and Survey Station 464+57.5, a point approximately 1/2 mile north of Sixes River,

terminal points, a distance of 2.76 miles, known locally as Elk River - Sixes River Section of the Roosevelt Highway, Curry County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

... cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

STRICKEN OUT

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of eighty-six thousand, two hundred seventy and 65/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of one hundred forty-one thousand, one hundred ten and 97/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer, Salem, Oregon

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $[illegible] per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, and to that end will annually make an estimate of the amount necessary properly to maintain the said project and will recommend at appropriate intervals to the legislature or other proper authority of said State that the sums so estimated be provided from time to time for such maintenance. (Strike out if not appropriate.)

[SEAL.]

.....

Acting Secretary of Agriculture.

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 13th day of October, 1922.

STATE HIGHWAY COMMISSION OF OREGON

(Official title of Highway Department.)

By .....

Chairman, State Highway Commission

(Title of officer.)

By .....

Member, State Highway Commission

(Title of officer.)

[SEAL.] By .....

Member, State Highway Commission

(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

[SEAL.] .....

Acting Secretary of Agriculture.

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.) further amended by the Federal Highway Act November 9, 1921 (Public No. 87, 67th Congress)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between Survey Station 319+00, a point approximately 2/3 mile south of Elk River and Survey Station 464+57.5, a point approximately 1/2 mile north of Sixes River, locally known as Elk River – Sixes River Section of the Roosevelt Highway, Curry County, and designated in the records of this Department as Project No. 70, State of Oregon.

SECOND. That in accordance with said section 6 I have approved the sum of $141,110.97 as the total estimated cost of said project, and the sum of $61,135.73 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 13th day of October one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting Secretary of Agriculture.

Law Office of
C. F. McKnight
Suite 301-2 Coke Building
Marshfield, Ore.

October 27, 1922.

STATE HIGHWAY COMMISSION,

Marshfield, Oregon.

Gentlemen:

This is to advise you that there is a disputed claim existing between John R. Hill, one of the contractors on the Curry County Project and Mr. Mott, Mott having performed work for and on behalf of Hill in constructing Culverts etc., and I shall thank you to hold a sufficient amount of money in abeyance until this claim has been adjusted.

Yours truly,

C. F. McKnight

c. c. John R Hill.

Referred to Mr. Lewis. JWK

RECEIVED
NOV 1 - 1922
LEGAL DEPARTMENT

FORM 2A 10M-10-21

R. A. BOOTH, EUGENE, CHAIRMAN
[illegible]/EON, PORTLAND
S. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PR 70

RECEIVED
SEP -5 1922
OREGON
STATE HIGHWAY COMMISSION

Port Orford, Oregon.

Sept. 1, 1923.

Herbert Nunn,

State Highway Engineer,

Salem, Oregon.

Dear Sir:-

Your letter of Aug. 25th. addressed to W.E. Chandler, Division Engineer, requesting a statement of the work done prior to July 20. 1922 on the Elk River-Sixes River Section, coast Highway, was refered to me to answer.

I have no data on which to base an accurate estimate but the following is very close to amounts actually moved to that date.

Clearing	5A	$135.00
Exc. Common	200cy.	80.00
Total		$215.00

B.P.P. Adkins
9-5-23

Very truly yours,

C.H. Armstrong

Resident Engineer.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF R. A. BOOTH, CHAIRMAN
EUGENE, OREGON

Pt 20

August 21, 1922.

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem,
Oregon.

RECEIVED
AUG 22 1922
OREGON
STATE HIGHWAY COMMISSION

Dear Klein:

Yours of the 19th, relative to the cooperation of Curry County, it was the understanding when we put on the Sixes River-Elk River project that there was to be about $11,000.00 cooperation, so I think it is all right to let it go through in that way. I am sure the other commissioners understood it the same way.

What will happen as to Market money, or further cooperation from there of course we cannot tell now. It occurs to me it would be a good plan to list all of the projects that are disturbed by the Market Road decision, so that they might be announced in the next meeting.

Sincerely yours,

R. A. Booth

Pf 70

August 19, 1922.

Hon. R. A. Booth, Chairman
State Highway Commission,
c/o Booth-Kelly Lumber Company.

My dear Mr. Booth:

Please see the attached letter from Judge Wood, relative to cooperation on the Sixes River-Elks River of the Coast Highway, which was in answer to my letter of May 24th, asking him what cooperation the County would give on this project.

You will note that he states that there is but $11,500.00 of the bond issue left in the north end of the County and that they would be willing to make this amount available to the Commission.

The recent decision of the Supreme Court would preclude the expenditure of market road funds on this project so that is probably all we can expect. Would you then under these circumstances, advise that we accept the County's offer of cooperation in the sum of $11,500.00, so as to definitely tie up the matter and give us a tangible amount for war records.

Very truly yours,

Secretary.

BAK LS
Encl.

P.W. 70/

August 17,1928

Mr. J. Hamnson,
Oakland,Oregon.

Dear Sir:

I am handing you herewith an executed copy of contract #558 which provides for 2.66 miles of grading on the Elk River-Sixes River Section.

Very truly yours,

BAK:MP
(Enclosure)

OREGON STATE HIGHWAY COMMISSION

BY
Secretary.

July 14th, 1922

Mr. C.H.Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

PR 70

Dear Sir:

In accordance with the request of Mr. McKesson we are sending to you herewith copies of Special Provisions and Cost Analysis for the Elk River-Sixes River Federal Aid Project. (Project No.70).

Very truly yours,

HERBERT BUAN
State Highway Engineer
By

Office Engineer

SHP:VLB
(Incl.)

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 70

ELK RIVER - SIXES RIVER SECTION OF THE ROOSEVELT HIGHWAY IN CURRY COUNTY

Surfacing Unit Cost Analysis

Excavation	$ 0.35
Crushing and Screening	.85
Hauling (Aver. .88 mi.)	.30
Spreading & Compacting	.20
Preparation subgrade	.05
	$ 1.75
Profit	.25
Est. Bid Price	$ 2.00

SPECIAL PROVISIONS

Elk River-Sixes River

DRAINAGE ALTERNATES

Alternate bids will be accepted on cement concrete pipe and cedar log culverts. For the comparison of bids, the equivalent sizes of each type of drainage structures shall be considered to be as follows:

12" x 12"	Cedar	Culvert	equivalent	to	12 "	concrete	Pipe
18" x 18"	"	"	"	"	18 "	"	"
1-6" x 2'	"	"	"	"	24 "	"	"
2' x 2'	"	"	"	"	30 "	"	"
4' x 4'	"	"	(No alternate)				

Bids on types of culverts or culvert pipe other than concrete and cedar, will not be considered.

CEDAR CULVERTS

Cedar Culverts shall be constructed of good, sound, fire-killed or green white cedar. Construction shall be in accordance with the attached blueprint plans, the sawed timber type or the log type to be used at the contractor's option.

The quantity to be paid for under this item shall be the number of lineal feet of completed culverts, the length of each culvert to be taken as the average of the length of the top and bottom.

The price bid per lineal foot shall include the furnishing of all logs, sawed timber, bolts, labor and material required for the construction of the culvert complete in place, in accordance with the plans and the instructions of the Engineer.

CLASSIFICATION OF EXCAVATION

Excavation will be classified under the "Two Classification Basis" clause as given on page 21 of the Standard Specifications.

STRUCTURES NOT INCLUDED.

The construction of the bridges across Elk River, Sixes River and Crystal Creek is not included in the work to be done under this contract.

SPECIAL PROVISIONS

Elk River - Sioux River

CRUSHED GRAVEL SURFACING

BROKEN STONE OR CRUSHED GRAVEL SURFACING

Preparation of Subgrade:

Before spreading the surfacing the contractor shall, by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions.

The sub-grade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared, shall be maintained true to crown, grade, and uniform surface.

In no event shall any surfacing materials be placed upon any section of the subgrade which is not, in the opinion of the Engineer, in a condition suitable and satisfactory for surfacing.

Width, Thickness and Number of Courses:

The surfacing shall have a top width of fourteen (14) feet feathered to a bottom width of eighteen (18) feet. It shall be laid in two courses, each course having a cross-section area as nearly equal to one-half the total cross-section area as can reasonable be obtained. The top course shall entirely cover and overlap the bottom course, as indicated on the blue print section attached.

In general, the surfacing shall be laid to a total depth of eight inches, loose measurement. Where, however, an eight inch thickness is not required, or is insufficient, the surfacing shall be laid to such thickness as the Engineer may direct.

The thicknesses at all times shall be as ordered by the Engineer, and any quantities of material deposited in excess of that ordered by the Engineer will not be paid for.

Materials:

All surfacing materials shall be clean, hard, tough and durable, shall contain no vegetable or other deleterious material, and shall be free from soft, thin, elongated or laminated pieces.

Materials of suitable quality are available from gravel deposits in Elk River at Station 364. Only the most suitable materials available from this source, or material in every way equal thereto, will be allowed to be used. Materials from any other source shall be used only with the approval of the Engineer.

All overburden shall be removed far enough in advance to prevent its becoming mixed with the surfacing material.

Acquisition and Development of Materials.

The State Highway Commission, at its own expense, will acquire the right to open up and remove materials from the pit at Elk River, making these materials available to the contractor without royalty cost.

The contractor shall bear all expense in connection with the removal of overburden and the development and operation of the gravel pit and hauling roads.

Means to Prevent Separation of Materials.

In the handling of materials the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible materials in being transferred into stock piles, bins or vehicles shall be dropped vertically.

Sizes of Materials.

Materials for the base course shall pass a one and one-half ($1\frac{1}{2}$) inch circular opening, and shall be well graded from that size to dust, containing not to exceed thirty-five (35) per cent of material passing a one-fourth ($\frac{1}{4}$) inch screen.

Materials for the top course shall all pass a one (1) inch circular opening, and shall be well graded from that size to dust, containing not to exceed thirty-five (35) per cent of material passing a one-fourth ($\frac{1}{4}$) inch screen.

In the manufacture of crushed gravel, all nigger heads, boulders and other oversize particles or fragments that may occur in the pit run material, shall be crushed and shall become a part of the surfacing materials.

Spreading on Roadway.

The spreading of any course or layer of materials shall be done from suitable spreader wagons, end dump trucks with end gates adjusted to give the proper spread, or from piles dumped along the road. No segregation of large or fine particles will be allowed, and the materials as spread shall be free from pockets of large or fine material.

Hauling, Dragging Etc.

With a view of securing a maximum amount of uniformly smooth, and compacted surface the contractor will be required, as far as practicable, to do his hauling over the surfacing as it is placed; to construct the surfacing beginning at the point of loading and working away from that point; to construct the entire base course from any set up before beginning construction of the top course from that particular set upp and to thoroughly drag the surfacing at frequent intervals during the

course of construction. The intervals at which dragging will be required and the manner in which it shall be done will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained. In any event the dragging shall be sufficient to keep the surfacing materials shaped up to proper crown and grade and free from ruts at all times.

Finishing Shoulders:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed trimmed up so as to provide a uniformly crowned and well drained cross-section, as indicated on the plans. Any loose rock, stone or boulders that may be dragged to the surface or made to protrude by this operation, shall be removed from the roadbed and placed along the edge of the right of way.

Measurement and Payment:

The quantity to be paid for shall be the number of cubic yards of surfacing materials furnished, delivered and incorporated in the work. Payment will be made at the unit price bid per cubic yard for surfacing of the particular class involved.

The unit price bid shall be understood to cover preparation of subgrade, the furnishing, screening, crushing, hauling, spreading and compacting of materials, the trimming, and finishing of shoulders, and all other work involved in the construction of the finished surfacing, at the grade and to the cross section indicated on the plans, and in accordance with these provisions.

Any rolling or sprinkling that may be required will be paid for as "extra work" or will be done by state forces. Filler will be paid for as specified hereinafter.

MAINTENANCE MATERIALS

Materials for maintenance shall conform in every respect to the specifications for the materials for the top course of surfacing. They shall be placed in neat, well formed piles of 25 cubic yards each, spaced at intervals of approximately one-quarter (¼) of one mile.

The particular points at which the piles shall be placed shall be designated by the Engineer.

Payment shall be made at the unit price bid for maintenance materials, and this price shall be understood to include the furnishing, screening, crushing, hauling, and piling of materials, and the leveling or other preparation necessary for the sites upon which the materials are to be piled.

FILLER

Where the engineer so directs, there shall be added to and incorpora ted with the surfacing materials, a "filler" of sand, loam or other suitable material. Materials for this purpose shall be obtained from such sources as the Engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals alongside the work. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and when filler material is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "filler-haul" of twenty-five (25) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred (500) feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

6-10-22

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

PR 70

FIELD ENGINEER'S WEEKLY REPORT

Date July 13, 1922

Job Name Elk River - Sec. River Week from July 2 to July 8

Mail Address Port Orford Ore

Telegraph or Telephone Address

Highway East

County Curry Job Prefix — Express and Freight Address Bandon Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor resumed on the 6th. Started making Camp at Elk River and Sunset River.

Office started clearing right of way on the S to E at sta 0+00 to 4+50. Pushed a Second Crew of men.

Party staked right of way sta 4+20 to 4+60

Party also in office on SGD final estimate

RECEIVED
JUL 15 1922

(See back of this sheet for instructions and detailed information.)

Signed C.H. Armstrong

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project 2.00

Miles completed 0

Miles completed except finishing 2

Miles covered by contractor's forces 0

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 4

Contractor's average force for week 5 *men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineer not later than Sunday night and to be forwarded by them to the State Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* 10%

Other jobs 8GD ..... *Percentage* 90%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 7.D

July 6, 1922

Mr. John Kaimmann,
Oakland, Oregon.

Dear Sir:

I am handing you herewith four copies of the contract for the construction of 2.6 miles of grading on the Elk River-Sixes River Section of the Coast Highway in Curry, our contract No. 855.

Please execute all four copies of the contract and bond and return to this office for the approval of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

LM

June 27th, 1922.

Mr. C. H. Purcell, Dist. Engr.:
U. S. Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON.

PR #70

Dear Sir:

We have your letter of June 22rd in regard to the Elk River - Sixes River Post Road Project No. 70.

This is to advise you that we are willing to make the changes in plans which you recommend, which changes are as follows:

1. All Cedar Culverts designated in the plans as 12" x 12" in size to be increased to 18" x 18".

2. The width of the embankment between Stations 442 and 465 to be increased to 24 feet.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer

HHP:AP

cc Mr. W. R. Chandler, D. E.
Marshfield, Oregon

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

June 23, 1922.

RECEIVED
JUN 26 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In reviewing the plans for Oregon Federal aid project No. 70 (Elk River-Sixes River Section), we find a portion of the project to include thorough fills across bottom land. The fills in this case are indicated as 22' in width, and we believe that these should be increased to 24'. The increase in excavation involved will not be great, and, as you will agree, we have found some of the 22' fills inadequate after a season of sloughing.

It is also noted that very small cedar culverts have been specified, some of them being 12" and 18". We believe the difficulties in maintaining these small culverts and of keeping them open, justify the use of larger sizes, and we also believe that the minimum size in all cases should be 18 x 18.

We do not find a copy of a plan covering these structures, and would be pleased to have copies of a print to be followed submitted as soon as possible.

The culvert matter can be handled without a revision of plans by letter advising us that 18" culverts will be substituted for the 12", where 12" are indicated.

As the bids are to be opened next Tuesday, we will be pleased to hear from you at once.

Very truly yours,

District Engineer.

442 to 465

F16 F16

F:

OTEN
M.N.

June 15th, 1922.

Mr. C. H. Purcell, D.E.,
Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON.

PP #70

Dear Sir:

In accordance with our communication with Mr. McKesson by phone, we are sending to you, herewith, four blue print copies of the typical cross-section grading plan for the Elk River - Sixes River Section of the Coast Highway, Federal Aid Project No. 70F

These prints are to be attached to your copies of the project statement previously furnished.

Yours very truly,

Office Engineer

CHP:AP
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

RECEIVED
JUN 16 1922
OREGON

June 14, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

A preliminary inspection has been made of Oregon Federal aid project No. 70 (Roosevelt Highway, Elk River-Sixes River Section).

The Project Statement specifies the type of structures to be constructed at Sixes River and at Elk River. It is, therefore, necessary that the Project Statement be accompanied with data regarding local conditions which will enable the Bureau to approve the particular type proposed. Attention is again called to our letter of March 9, 1920, which covers this requirement in detail. An additional copy of this letter was forwarded to you on June 7, 1922, in connection with Oregon Federal aid project No. 71.

In addition to the showing as to suitability of the structures from an engineering standpoint, it will also be necessary to submit data covering the economic reasons which justify a timber structure on a primary highway.

Please forward the above information at once in order that we may forward the Project Statement without delay.

We note that the Commission has advertised for bids upon this project to be opened June 28. We have written to them to-day

advising that no plans have as yet been received, and that it will be impossible for us to check plans, make necessary field inspections and secure revisions within the time stated.

Very truly yours,

District Engineer.

Above mentioned letter returned 6/15/22
Copy of statement was changed
real type of structure, address
further data as required
P.S. Awaiting further data for
approval.

June 24th, 1922

Mr. C.H.Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

PR 70

Dear Sir:

Herewith we are inclosing six copies of Estimate to Accompany Plans and six copies of Special Provisions for grading on the Elk River-Sixes River Section, Oregon Federal Aid Project No. 70.

As the surfacing is not being advertised at the present time, and as it will probably be some time before this surfacing is advertised, we have not prepared any special provisions or unit price analysis for this part of the work. However, this surfacing will be constructed in accordance with our usual standard. It is noted that the Project Statement stated that gravel would be secured from the Sixes River. Since that time it has developed that gravel giving a slightly lower abrasion may be secured from the Elk River and it is probable that materials from the latter source will be used, although either of the two sources would be satisfactory.

We are sending to you under separate cover, four blue print sets of plans and one original set of cross sections. Kindly return these cross sections to us after your examination, indicating the special sets of which you desire blue prints for your permanent files.

The plans for the bridge structures are being prepared by the Bridge Department and will be submitted to you at a later date.

Yours very truly,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

Dic by J.W.DeSousa
VLB
(Incl.)

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. [illegible]

Elk River - Sixes River Section of the Coast Highway

in Curry County

(Estimate to Accompany Plans. Not as basis for Project Agreement)

2.76 Miles of Grading, Surfacing and Bridges

Salem, Oregon, June 15,

GRADING:

All Required	Clearing and Grubbing		$ 5,000.00
82,600 cu.yds	Common Excavation	@ $ .45	37,170.00
14,600 cu.yds	Solid Rock Excavation	1.00	14,600.00
21,000 Sta.yds	Overhaul	.05	1,050.00
280 Lin.ft.	12" x 12" Cedar Culverts	2.00	560.00
570 Lin.ft.	18" x 18" Cedar Culverts	3.00	1,710.00
150 Lin.ft.	1' 6" x 2' Cedar Culverts	3.50	525.00
440 Lin ft.	4' x 4' Cedar Culverts	6.00	2,760.00
2,000 Lin.ft.	6" Porous Drain Tile	.40	800.00
150 cu.yds	Backfill for Drains	3.00	450.00

SURFACING:

6,000 cu.yds	Crushed Gravel Surfacing	2.25	13,500.00
500 cu.yds	Filler	.25	125.00

BRIDGES:

Elk River Bridge	21,000.00
Sixes River Bridge	25,000.00
Crystal Creek Bridge	2,500.00
Sub-Total	$ 134,750.00
10% Engr. & Cont.	13,475.00
TOTAL	$ 148,225.00

Cost Per Mile	$ 53,704.71
State Funds Available	$ 37,605.29
Federal Aid Requested	20,619.71
	$ 148,225.00

PR 70

May 29th, 1922.

Mr. W.E. Chandler,
Division Engineer,
Marshfield, Ore.

Dear Sir:

In accordance with your letter of the 24th instant, we are herewith giving you quantity estimate on the Elk River-Sixes River Project.

SUMMARY OF QUANTITIES

All Required	Clearing & Grubbing
82,600 Cu. Yds.	Common Excavation
1,300 " "	Solid Rock "
21,000 Sta. Yds.	Overhaul
5,500 FBM	12" x 12" Cedar Culverts
24,000 "	18" x 18" " "
46,500 "	18" x 24" " "
30,000 "	2' x 2' " "
44,500 "	4' x 4' " "
2,000 Lin. Ft.	6" Perous Drain Tile
150 Cu. Yd.	Gravel Backfill for Tile Drains

You will note that these quantities do not include the Elk River, Sixes River and Crystal Creek bridges.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer.

Dic. by J.W. DeSouza
CMC

May 24, 1922

Mr. W.E.Chandler
Division Engineer
Marshfield, Oregon

PR*70

Dear Sir:

In view of the fact that Elk River-Sixes River Section is to be handled as a Federal Aid Project it will be necessary that we furnish the Bureau of Public Roads with platted cross sections taken from the location center line.

If these section or the notes for same are not available we would request that you make arrangements for the securing of this data at your earliest convenience. We should have either the platted sections or the cross section notes within the next ten days or two weeks at the latest.

These sections should extend far enough from Center Line to include all slope intersections, but it is not necessary that the slope intersections be determined in the field.

Very truly yours,

HERBERT HUNT

State Highway Engineer

By

Office Engineer

SHP:VLB
CC to C.H.Armstrong
Port Orford, Ore.

May 23, 1922

Mr. W.E.Chandler
Division Engineer
Marshfield, Oregon

PR #7°

Dear Sir:

We are planning to ask for Federal Aid upon the grading and surfacingof the Elk River-Sixes River Section of the Coast Highway and it is likely that the Highway Commission will wish to call for bids upon this project in the very near future.

We request, therefore, that you supply us, at your earliest convenience, with information as to available sources of surfacing materials, recommendation as to type of construction, estimates and other information which will be needed in connection with the plans and specifications. This information should be in our hands within the next week or ten days.

Very truly yours,

HERBERT NUEN
State Highway Engineer

By

Office Engineer

HHP:VLB

State Oregon

Project No. 70
(Not to be filled in.)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) May 20, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

Sir:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 81, Laws of 1920
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Elk River - Sixes River Section of Roosevelt Highway
2. Located between Port Orford and Denmark, County of Curry
3. Points of beginning and ending From approx. 3100 ft. south of Elk River to approx. 2600 ft. north of Sixes River
4. Length in miles (gross) 2.66 miles (net) 2.66 miles

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—1914

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Roosevelt Highway

11. Improved roads adjacent or contiguous and type of each Section on North being graded and surfaced. Unimproved road on south

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 60, (*b*) passenger motor vehicles 124, and (*c*) horse-drawn vehicles 12

13. Local traffic, approximate average daily number of (*a*) trucks _____, (*b*) passenger motor vehicles _____, and (*c*) horse-drawn vehicles _____

14. Description and present condition of traveled way Unimproved road

15. Proposed width of surfacing 20; feet between ditches 22; approximate maximum gradient 8 per cent.

16. Proposed type of construction Grading and surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project Gravel in Sixes River and Elk River

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Elk River - 440' of bridge and approaches

(Designate each by the same distinguishing marks as on sketch map.)

Sixes River - 800' of bridge and approaches

Crystal Creek - 95' of bridge

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $25,000.00 and any additional amounts required. Sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or im-

members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

15. Proposed width of surfacing 18; feet between ditches 22; approximate maximum gradient 8 per cent.

16. Proposed type of construction Grading and surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project Gravel in Sixes River and Elk River

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Elk River - 440' of bridge and approaches

(Designate each by the same distinguishing marks as on sketch map.)

Sixes River - 880' of bridge and approaches

Crystal Creek - 95' of bridge

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $68,448.48 and any additional amounts required. Sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 9, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

from the following sources: _____

(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction_____

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)_____

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard forms of contract and contractor's bond.

25. Reconnaissance estimate of cost of project:

Made by ..... Date ....., 19.....

Approximate Quantity.	Unit.	Item.	Price.	Amount.
	Cu. yds.	Excavation, ...% rock		
	Sq. yds.	Surfacing of		
65,000	Cu. Yds.	Common Excavation	.45	29,250 00
14,000	" "	Solid Rock "	1 00	14,000 00
20,000	Cu. Yds.	Overhaul	.05	1,000 00
2,500	Lin. Ft.	6" Perforated Double Tile	.40	1,000 00
200	Cu. Yds.	Rock Rip " "	3 00	600 00
		Structures of 20′ span or under		
		Structures over 20′ span		
		Other items		
100	M. [illegible]	Timber Culverts	50 00	4,500 00
200	Cu. Yds.	Rip Rap	3.00	600 00
All Required		Clearing & Grubbing		5,000 00
		Elk River Bridge		12,000 00
		Sinus River Bridge		30,000 00
		Crystal Creek "		5,000 00
6,000	Cu. Yds.	Surfacing	3 25	15,000 00

Length, 2.66 miles.

Cost, $52,560.15 per mile.

Subtotal	139,000 00
10% Engineering and Contingencies	13,900 00
Total	152,900 00

This estimate approved by:

Asst. Office Engineer

$97,156.52 (Title) .....

26. Amount of Federal aid desired .....

8—4246

(State in lump sum or percentage, but not both.)

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

8—4364

State.....Oregon.....

Project No.....79.....
(Not to be filled in)

Form P R 26
Bureau of Public Roads
U. S. Dept. of Agri.

C E R T I F I C A T E

That the road embraced in project statements will be a part of 7 per cent system of Federal Aid highways.

May 20, 1922
(Date).....

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system of primary or interstate and secondary or intercounty highways to be selected under the provisions of Section 6 of the Federal Highway Act, approved November 9, 1921, and that it will be included in said system as a .....Secondary..... highway.
(State whether primary or secondary)

OREGON STATE HIGHWAY COMMISSION
.....
(Official title of Highway Department)

By .....
Chairman
.....
(Title of officer)

By .....
Commissioner
.....
(Title of officer)

By .....
Commissioner
.....
(Title of officer)

(Note: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements.)

A live organization in a live town, on the Roosevelt Coast Highway and a Deep Water Harbor

The home of Port Orford White Cedar, Famous the World Over.

PORT ORFORD COMMERCIAL CLUB

PORT ORFORD, CURRY COUNTY
OREGON

F 21

Sixes Elk River

-May 15, 1922-

RECEIVED
MAY 20 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
Secretary, Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:--

At the next meeting of the Highway Commission, will you kindly convey to the Commission the sincere appreciation of the Port Orford Commercial Club, and of the entire community, for the favorable decision awarded us in ordering the work on the Sixes-Port Orford unit of the Roosevelt Highway advertised for bids.

Please say to them that we appreciate some of the many problems it is necessary for the Commission to dispose of, and the pressure that is brought to bear in favor of the many projects which are advocated before them, and that we wish them to understand that the Port Orford Commercial Club as an organization, and every individual here await an opportunity to co-operate with the Oregon State Highway Commission in any way that we can be of service to them.

We are informed that the Commission expect to make an inspection tour of this part of the State in the near future. Will you kindly say to the Commission that we extend an earnest invitation to include Port Orford and vicinity in their itinerary, and that we respectfully request to be advised a few days in advance of their coming, so that we may meet them as a matter of courtesy due them. We will not embarrass them, but we surely want to have the opportunity of meeting them, and we believe that we can satisfy them that the work we are requesting is entirely justifiable from every standpoint. We would like to have the Commission spare enough time to accept our invitation to have dinner with us, at a meeting of the Club planned for that purpose, and that they may see the evidence of and realize the progressive and co-operative spirit which animates our community.

I will appreciate it is a personal favor if you will wire me collect when the time arrives.

Very respectfully,

J. F. Gillings

Chairman, Highway Committee.

JFG'

A live organization in a live town, on the Roosevelt Coast Highway and a Deep Water Harbor

The home of Port Orford White Cedar, Famous the World Over.

PORT ORFORD COMMERCIAL CLUB

PORT ORFORD, CURRY COUNTY
OREGON

PR 70

-May 15, 1922-

Mr. Roy A. Klein,
Secretary and Assistant Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:--

As Chairman of the Highway Committee of the Port Orford Commercial Club, I wish to extend to you our very sincere appreciation and gratitude for the assistance given us in our somewhat protracted campaign for the Sixes-Port Orford unit of the Roosevelt Coast Highway.

Mr. N. H. Larson, who has been attending the meetings of the Highway Commission as the representative of the Port Orford Commercial Club, informs us that if it had not been for your personal assistance and encouragement it would have been impossible for him to have secured a favorable attitude on the part of the Commission, or at times any hearing.

We appreciate further that your opportunity to assist in such matters is hampered because of the necessity of your maintaining an entirely impersonal attitude relative to any project or any advocate appearing before the Commission, but your courtesy and willingness to furnish our representative with information and the actual facts necessary to a fair hearing has been of the utmost value to us.

We hope that we may have an opportunity of giving you evidence in the near future of our utmost cordiality and deep appreciation, and assure you that if at any time we can be of service to you, as individuals or as an organization, you have but to command us.

We extend to you an invitation to visit our community as the guest of Port Orford, and believe that you will find yourself among a host of friends who will do their best to entertain you.

Cordially yours,

J. F. Gillenwater

Chairman, Highway Committee.

JFG'

CONTRACT #560

CONTRACT #560

PR 62 Deadman's Pass-Kamela 1921-1925

560

FORM S 28782 1000-9-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR #62

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon
October 19, 1925.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Att'n: S. H. Probert.

Dear sir:

Herewith price agreements applying to items for extra work not included in the contract for this section. I believe that it would be advisible to do this work under a price agreement rather than force account. With regard to the dry wall at the channel change, this applies to the upper end of the channel change at which point an earth embankment will be constructed in order to keep the water out of the old channel and should have heavy rip rap or a wall in order to properly protect the earth embankment.

Yours very truly,

H. G. SMITH
Acting Division Engineer.

By: Oscar Luther

Office Engineer.

OC:B
Encls.

January 10th, 1924.

Mr. James Crick,
La Grande, Oregon.

Dear Sir:

Kindly be advised that we have been requested by Mr. Baldock, Division Engineer, to send you a statement of the amount of work done by you as sub-contractor under Carlson & Kyberg, on the Deadman's Pass-Kamela Section of the Old Oregon Trail, in Umatilla County.

The statement enclosed herewith represents the total quantities that were allowed the contractor, on the sections that were constructed by you. We make no contention that this statement necessarily represents the amounts due you, but is submitted to you to be used merely as a basis of settlement, and the quantities have been listed in detail that you may ascertain the amounts of the work done by you, and that which may have been constructed otherwise.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

(Dict. by J. W. Nash / TW)

CC. H. H. Baldock, Division Engineer, La Grande, Oregon.

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

PR# 62

La Grande, Oregon,
January 4, 1923.

30 PC
Work performed by James Crick.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Will you please advise James Crick, of La Grande, Oregon, who was a sub-contractor under Carlson and Nyberg, contractors on the Dead Man's Pass - Kamela section of the Old Oregon Trail in Umatilla county, of the total amounts of the various items or classes of work performed by him, in order that he may facilitate his settlement with the general contractors.

Thanking you, I am

Very truly yours,

R. H. Baldock

Division Engineer.

RHB V

cc James Crick, La Grande, Oregon.

FORM 8 81093 DU-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

PR# 62

La Grande, Oregon,
January 4, 1923.

30 PC
Work performed by James Crick.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Will you please advise James Crick, of La Grande, Oregon, who was a sub-contractor under Carlson and Nyberg, contractors on the Dead Man's Pass - Kamela section of the Old Oregon Trail in Umatilla county, of the total amounts of the various items or classes of work performed by him, in order that he may facilitate his settlement with the general contractors.

Thanking you, I am

Very truly yours,

R H Baldock

RHB V

Division Engineer.

cc James Crick, La Grande, Oregon.

Answered by Nash Probert

STATION	TO STATION	Common Excav. C.Y.	Solid Rock Exc. C.Y.	Over-haul sta.yds.	Plain Conc. Pipe 12" lin. ft.	Reinforced Concrete Pipe 18" lin. ft.	24" lin. ft.	36" lin. ft.	Class "C" Concrete C.Y.	Class "A" Reinforced Concrete steel C.Y.	lbs.
1105/00	1124/00	1155.3	164.2	179							
1124/00	1148/00	1,686.6	480.0	32							
1148/00	1155/00	788.6	215.6								
1155/00	1173/00	1,921.5	316.5								
1173/00	1185/50	781.1	1,267.5	75							
1185/50	1208/00	2,096.7	40.7								
1208/00	1227/00	2,097.8									
1263/00	1284/00	1,877.3	322.7	53							
1284/00	1313/00	2,105.4									
1471/00	1489/00	1,492.5	29.4								
1489/00	1506/00	1,615.8	58.6								
1506/00	1528/00	2,187.4	329.0								
1528/00	1543/00	1,458.3	812.9	106							
1543/00	1561/00	1,582.2	1,498.5	257							
1561/00	1571/00	1,030.3	762.1	39							
SUB TOTAL		24,076.8	6,207.7	74.1							

Road Bed Excavation

CULVERT PIPE & CULVERTS								
1113/60	3.0		30				0.80	
1118/86	3.9	5.0	27				0.80	
1127/61	6.8	6.9			33		2.93	
1134/50	2.7		27				0.80	
1143/44	1.4	1.3	27				0.80	
1151/00	1.3		27				0.80	
1164/50	4.4	1.5	27				0.80	
1173/78	5.6				39		2.93	
1179/75	2.5		36				0.80	
1187/50		5.6			27		2.93	
1201/50	2.1		30				0.80	
1209/50	4.7		27				0.80	
1219/00	6.2		30				0.80	
1226/95	6.6		27				0.80	
1266/75	5.2	5.2	33				0.80	
1274/50	5.0	0.3	27				0.80	

STATION TO STATION		Common Excav. C.Y.	Solid Rock Exc. C.Y.	Over-haul sta.yds.	Plain Conc. Pipe 12" lin. ft.	Reinforced Concrete Pipe 18" lin. ft.	24" lin. ft.	36" lin. ft.	Class "C" Concrete C.Y.	Class "A" Concrete C.Y.	Reinf. steel lbs.
1290/00		2.2	1.1		27				0.80		
1301/35		3.5	0.6		27				0.80		
1476/50		9.7			27				0.80		
1507/00		7.8			27				0.80		
1513/75		9.1			30				0.80		
1522/75		5.0	5.0		27				0.80		
1527/45		6.7	6.7			30			1.56		
1530/40			23.4				27		2.93		
1533/00		1.2	1.1			33			1.50		
1536/75		6.3			27				0.80		
1547/00		3.2	3.2		27				0.80		
1553/34		11.1	1.1		30				0.80		
1566/30	5'x 8' RCC-28'	8.0	24.1							37.40	2939
1561/38			19.7			27			1.50		
1570/28			8.3		27				0.80		
Totals		2421.0	6417.8	741	651	90	126		34.68	37.40	2939

December 11th, 1923.

Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

PR 62.

Gentlemen:

Reference is made to your letter of November 14th, requesting that we furnish a statement showing in some detail the nature of the work, charges on which were included in the item of $3,794.60 on the final voucher for the Deadman's Pass-Kamela Section, Project No. 62.

We wrote to Division Engineer Baldock requesting a report on the matter, and are enclosing herewith a copy of a letter received from him today. We trust that this will be adequate explanation of the work which was done.

Upon reading his letter, it appears that the item "preparation for traffic on account of Old Oregon Trail Dedication by President Harding, $974.72" listed as a contingency upon which Federal Aid was not claimed, should read "handling of traffic on account of Old Oregon Trail Dedication by President Harding, $974.72".

You will note he states that all work in connection with pulling cars through the mud was charged to Account Number 566. Our account number 566 covers work of an unusual nature not included in our standard account number distributions, and this is the account to which the $974.72 was charged. In addition to pulling cars through the mud, however, there was also included in this item the cost of securing and placing the dedication monument and other special features.

Very truly yours.

ROY A. KLEIN
State Highway Engineer.

By

asst. Office Engineer.

(Dict. by J. W. DeJouna / TW)
Enclosure.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
NOV 15 1923

November 14, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Oregon Project No. 62 (Kamela-Dead Man's Pass)

In the final voucher a claim was made for "maintenance of detours and traffic". The Washington office has passed the voucher for payment on our recommendation, but they request that supporting information be furnished to complete their records in this item, and in the future when unusual items of this sort are included.

Please furnish a statement showing in some detail the nature of the work, charges for which were included in the item of $3,794.60 above referred to.

Very truly yours,

C. H. Purcell
District Engineer.

By J. H. McLean
ACTING

Division Engineer.

RHB V

COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
December 10, 1923.

30 PC
Charges to 562.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

DEC 11 1923
STATE

Attention Mr. Probert.

Dear Sir:

Replying to your communication of the 5th with reference to moneys spent under account number 562 on the Dead Man's Pass - Kamela section, Federal Aid Project #62, amounting to $3800.00, advise that this was spent in providing a detour road during the construction of this section. The major portion of this expense was incurred prior to the Meacham celebration, at which time President Harding officially dedicated the completion of the Old Oregon Trail. In anticipation of the great amount of traffic at this time, which anticipation was fully realized, it was necessary to get the road in suitable condition for same. When we bear in mind that five days before the celebration this section was in an almost impassable condition due to the heavy rains at that time and we were having difficulty in passing 200 cars a day over the road, in many cases using teams to pull them through the mud, you can well imagine it would require considerable money to put the road in such shape as to carry 3000 cars without any inconvenience on July Third. The work consisted of blading and dragging, filling mud holes with rocks, etc. We had two caterpillars, six trucks, five or six teams and a force of about 25 men. All work in connection with pulling cars through the mud was charged to account number 566.

Very truly yours,

R O Baldock

Division Engineer.

RHB Y

FORM 8 51986 SM-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. VAN DUZER, PORTLAND
W. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon.
September 27, 1923.

30PC

30-62

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir;

Attention Mr. Probert

In answer to yours of September 22nd regarding charges made against prefix 30PC-566. Last spring considerable difficulty was encountered by the traffic over the Dead Man's Pass-Kamela section on account of mud and under orders from Mr. Duby teams were placed on this section to help traffic through. All the pay rolls and bills in connection with this work were charged to Account Number 566. The bills and pay rolls as listed in your letter were for this class of work.

Yours respectfully,

R. H. BALDOCK,
Division Engineer.

By A. L. Brown

Office Engineer.

WCC M

RECEIVED
SEP 28 1923

September 22, 1923.

BR. 62

Mr. R. H. Baldock,
Division Engineer,
LaGrande, Oregon.

Dear Sir:

Reference is made to charges made against 30 PC - 566. Looking over the vouchers, we find that the following charges have been made against this distribution.

June 1923 payroll for Union County Maintenance, approved by Helmer Olsen.q	$ 755.70
June 1923 payroll for omitted time on Union County Maintenance, approved by M. J. Kuney	87.94
June 1923 Expense Account of M. J. Kuney	12.25
July 1923 account of Sawyer-Holmes Mercantile Company of La Grande	96.88
July 1923 account of the Home Independent Tel. Co.	6.45

old. Oregon Trail Celebration deduction from payroll

On none of these vouchers do we find any notation as to the character of work charged under Account 566. By reference to Page 27 of the Distribution of Costs Book, you will note that it is required that a description of the character of work be given on all charges made under this number.

all maint under traffic

We are now making up the final voucher to the Federal Government for their cooperation on the project, and desire to include all work which is eligible for Federal Aid, and would appreciate having you send us at your early convenience, a statement of the classes of work done, with the amount properly chargeable to each class.

There are also charges of $15.50 by Carlson and Myberg, described as being "$8.00 for Labor on Monument" and "$7.50 for services furnished for sprinkling from Deadman's Pass to Meacham."

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

Dic by J. W. DeSousa / AP

FORM 6 S1936 5M-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. C. MALONE, CORVALLIS
} COMMISSIONERS

RECEIVED
SEP 20 1923
ROY A. KLEIN
STATE HIGHWAY ENGINEER
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
September 17, 1923.

PR #62

~~30 PC~~
Final Estimate.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am inclosing herewith final estimate, and by express am sending final records, on contract #560, held by Carlson & Nyberg of Spokane, for grading and surfacing the Dead Man's Pass - Kamela section of the Old Oregon Trail in Umatilla county.

I would recommend release of all but three per cent pending final check in the Salem office.

I am also inclosing a copy of a letter from Max J. Kuney, resident engineer on this job, in regard to amount Umatilla County owes the Highway Commission. You will note that Kuney states a 4 x 4 box culvert would have been required at station 1501 + 60. I note that the preliminary estimate called for a 36" pipe at this point, which I believe would have sufficed, and therefore consider that the Umatilla County Court should receive credit for this pipe. I havr copies of the extra work bills and will, if you approve, present them to the County Court and explain the conditions making same necessary.

30 PC

36" pipe not installed at Station 1501 + 60.

28 lin. ft. 36" pipe	@ 7.00	196.00
4.48 cu. yds. Class "C" concrete	25.00	103.04
30 cu. yds. excavation	.45	13.50
		$312.50

	1540.86
	312.50
Balance due State From Umatilla County -------	1228.36

County to pay for all grading work to be taken care of automatically. L.M.P.

2.-- installing and backfilling - Station 1533.
3.-- Removing temporary bridges at stations 1492 + 50 and 1501 + 60, filling opening Sta. 1492 + 50, and backfilling cattle pass at station 1501 + 60.

Total under E. W. O. No. 3 ----	334.54
Total bill ---	1540.86

The circumstances that arose that required this work are as follows:

After the grading was well under way in 1922, we were informed by the County Court that they proposed to install 3 cattle passes, at station 1492 + 50, station 1501 + 60 and at station 1533 + 00. There was a swampy condition at the sites of the first two mentioned, and in order to provide for their construction it was necessary to regrade from station 1489 to station 1506, involving 2680.7 cu. yds. of common borrow, for which payment was made to the contractor according to his unit prices, and the amount included in the contractor' estimate.

LP

30. BT36

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
September 12, 1923.

~~30 FC~~
Cattle Passes.

PR #62

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

COPY

Dear Sir:

Below is a statement showing the cost under contract No. 560, for work incidental to the construction of cattle passes ordered by the Umatilla County Court.

Raising grade Sta. 1489 - 1506,
according to payment to contractor @ .45 2680.7 C. Y. 1206.32

All work under E. W. O. No. 3:

1.-- Installing and removing pipe at Sta. 1492 + 50.
2.-- Installing and backfilling - Station 1533.
3.-- Removing temporary bridges at stations 1492 + 50 and 1501 + 60, filling opening Sta. 1492 + 50, and backfilling cattle pass at station 1501 + 60.

Total under E. W. O. No. 3 ---- 334.54

Total bill --- 1540.86

The circumstances that arose that required this work are as follows:

After the grading was well under way in 1922, we were informed by the County Court that they proposed to install 3 cattle passes, at station 1492 + 50, station 1501 + 60 and at station 1533 + 00. There was a swampy condition at the sites of the first two mentioned, and in order to provide for their construction it was necessary to regrade from station 1489 to station 1506, involving 2680.7 cu. yds. of common borrow, for which payment was made to the contractor according to his unit prices, and the amount included in the contractor' estimate.

COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

30 PC-- Cattle Passes-- RHB-- 2--

We had already nstalled a pipe at station 1492 + 50, which, on account of the proposed cattle pass construction, we removed. This is item No. 1 under E. W. O. No. 3.

We left an opening in the grade until it became necessary to care for the traffic over the new road at the site of the third cattle pass. We then filled the opening, and later on when we saw that it was a certainty that the County would not proceed with the installation of the proposed cattle pass during that season we were obliged to install a pipe through about seven feet of frozen rock fill and through solid rock to care for the drainage during the coming winter and spring. This is item No. 2 under E. W. O. No. 3.

Item No. 3 under E. W. O. No. 3 is self explanatory. ther than the expense included in the above statement we allowed the contractor credit for the pipe on hand, which was with the exception of 3' of 12" pipe all on account of the elimination of the pipe at station 1492 + 50. Offsetting the bill of $1540.86, we were saved the expense of installing a 4 x 4 culvert at station 1501 + 60. This would have cost about $600.00, so perhaps the County should be credited this amount against their bill.

Other than the net expense of about $1000.oo now due from the County the County spent probably $1000.00 more and have installed only one cattle pass. You will recall that your office suggested to the Court last October that they purchase their promises in regard to cattle passes but the Court did not act accordingly at that time. They saw the advantage of this procedure this season, however, but it was then too late to avoid the great er part of the expenditure finally made.

Very truly yours,

COPY

(Signed) MAX J. KUNEY.

Form No. 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R. A. K.

F-62

Date August 18, 1923

Job Name Deadmans Pass - Kamela (Bonded Piece)

Week from 8-12-23 to 8-18-23

Mail Address Vancouver Oregon

Highway Old Oregon Trail

Telegraph or Telephone Address do.

County Umatilla Job Prefix 39 E

Express and Freight Address do.

RECEIVED
AUG 22 1923
STATE HIGHWAY COMMISSION

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Very good progress was made during the week— The last rock is being placed— About 1000 feet of top is to be completed on the West end— The portion near Kamela will be completed next week, and 2 cattle passes finished by force account— The entire job will be completed before Sept. 1, and the Contractor will be moved out by the 5th.—

The lines, slopes and profile, grade, estimate and Cut will be completed, with exception the day the last load of rock is put on the road— The force account will be completed within a day or two after, and the complete records turned in by Sept. 1— Since July 1st, this work has gone ahead rapidly—

The State teams and equipment were released the first of the week, and the inspector and myself are the only State force on— This is said—

Mr Baldock was on the work Sunday and again on Friday, and will make a final check of the Contractor's quantities

Signed Max McKinley

Title Resident

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces ..... Completed

Miles cross-sectioned .....

Miles cross-sections completed and checked 100%

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 13.54

Miles completed ..... 13.

Miles partially done 13.54

Average daily yardage placed this week ..... 314.

Average daily yardage necessary to complete on time ..... 10.

Contractor's average force for week ..... 28 .....men,

9 ..... teams, ... 5 .....trucks

Percentage of total required yardage now in place 97%

Surfacing will be completed about ..... Sept 1, 1923

Number men in Engineering Party 2

May Kinney
Div Engr.

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

July 7, 1923.

Mr. R. H. Baldock,
Division Engineer
La Grande, Oregon.

PR#62

Dear Sir:

In your letter of July 5, transmitting extra work order to cover the emergency work performed by Carlson and Nyberg on the Deadman Pass-Kamela Section, you make inquiry as to whether or not the Federal Government will participate in the cost of extra work of this kind.

We have never had occasion to present a proposition of this kind to the Federal Bureau, but it is our impression that we would be able to secure cooperation in the work of maintaining passable detours. We are inclined to believe that the Bureau would not cooperate however, in the towing of cars over otherwise impassable sections of road.

We might say, however, that we can collect upon extra work only insofar as it is anticipated in our original agreements or in supplementary agreements made prior to the performance of the particular extra work concerned, ~~except~~ insofar as we can include extra work in the ten per cent allowance for engineering and contingencies. We have not, in the past, endeavored to make collection in connection with extra work to any considerable extent due to the fact that we have found it easier to take up the amount of Federal Aid which we would be able to collect in this manner by taking on an additional Federal Aid Project. On account of the relatively limited amount of State money, in the future however it may become necessary for us to collect, in connection with each Federal Aid Project, the very maximum amount of Federal cooperation, in which event, we shall probably endeavor to collect for extra work whenever possible.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:AP

VAN DUZER, PORTLAND
W. M. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
July 5, 1923.

30 PC
W-O #2

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith extra work order No. 2, covering the $150.41 which we owe Carlson and Nyberg for certain work they did on the old road at the top of the mountain, and certain other work it was necessary to have them do since that time.

The major portion of the work in assisting traffic, pulling cars from mud holes, etc., and preparing the road for traffic, was done by State forces, but on account of the shortage of labor we were forced to use some of Carlson and Nyberg's men. The payrolls for labor for this latter work will be submitted later; you have the payrolls for the $150.41.

Please advise if the Federal Government will participate on this extra work.

Very truly yours,

ANSWERED
S. H. Probert

R H Baldock
Division Engineer.

RHB V

Incls.

RECEIVED
JUL 7 1923
OFFICE
STATE HIGHWAY COMMISSION

June 26, 1923.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please let us have a reply to our letter of June 12th. in regard to the Carlson & Nyberg claim for $150.41, for maintenance work performed between Deadmans Pass and Meacham.

If the basis of payment outlined in that letter meets with your approval, we should also be provided with an extra work order to cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

SHP:ER

June 12, 1923.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

30 M.

Dear Sir:

Reference is made to the Carlson and Nyberg claim for $150.41 transmitted with your letter of June 9th, which claim covers the performance of work upon the county road between Deadmans Pass and Meacham.

This work would appear to be "maintenance of detour road" work, and in accordance with our usual practice, would be a force account item in connection with the contract job. Unless the work is something different from what we understand it to be, it is not properly chargeable to maintenance, particularly in view of the fact that it is only under unusual circumstances that any charges for maintenance should be made against a section of highway which is still in the construction stage.

Unless there is some particular reason why this item of cost [redacted], and future costs in connection with this same class of work should not be made against contract No. 560, we would like to have your permission to pay this claim as force account in connection with that contract. If this arrangement meets with your approval, please forward the necessary extra work order.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

RHP:ER

...NE, CHAIRMAN
...LEON, PORTLAND
BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER
HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
June 9, 1923.

30 MJ-M#33
Carlson & Nyberg Bill.

Mr. oy A. Klein,
State Highway Engineer,
Sal em, Oregon.

Attent..on Mr. Probert.

Dear Sir:

Herewith bill of Carlson and Nyberg, approved by Mr. Kuney and myself, for certain work done on a portion of the county road and a portion of the State grade on the section between Dead Man's Pass and Meacham in order to keep traffic going over the mountain. This work is charged to maintenance order 30MJ-M#33.

I believe this charge should be assumed by the State rather than the County and would appreciate you sustaining my contention as this is really a detour on the State highway. There will be more bills of this nature, especially in view of the Pageant on July 3rd and I am today sending in a Betterment order as it is will handicap our patrol maintenance order to cover t. e work.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

Incls.

PF 62

NOTED
H.R.

La Grande, Oregon,
October 30, 1922.

30 PC-
Timber on R-W-

RECEIVED
NOV 1 1922
OREGON
COMMISSION

Mr. Led Sampson,
Pendleton, Oregon.

Dear Sir:

Your request to haul timber from the Dead Man's Pass - Kamela section which has been piled for burning by the contractors, has been referred to me for answering.

You must be mistaken in the timber because the only portion that is piled for burning are the roots, limbs abd brush, all the commercial timberof any value has been piled on the right of way and will not be burned. In view of the fact that the right of way was procured by Umatilla county and they have charge of the timber and it may be that the property owners have made certain restrictions in regard to its disposal at the time of giving the deed for the right of way. You may ascertain everything in connection with this timber by consulting L. J. Shannon, county roadmaster, headquarters at the court house in Pendleton.

If there should be any of the timber that has been piled for burning that you desire you have my permission to take it, however, I do not think there is anything worth hauling away. It is possible you assumed the commercial timber was piled for burning also but this is not a fact. Should you desire any of that intended for burning you can see Max J. Kuney, our resident engineer at Kamela.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

cc M. A. Klein-- L. J. Shannon-- Max J. Kuney.

RECEIVED
OCT 12 1922
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2

State Oregon

Project No. 42, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

RECEIVED
JUL 28 1922
U.S. DEPARTMENT OF AGRICULTURE
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING
DISTRICT ENGINEER
District No. 1
PORTLAND, ORE.

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of July, 1922 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": "and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 67, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 6th day of December, 1921 a project statement, which was approved by the Secretary on the 5th day of April, 1922, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on May 1, 1922, and approved by the Secretary on the 13th day of Sept., 1922 and Sec. 1 of

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty-nine thousand, two hundred ninety-five and 00/100 dollars ($ 89,295.00) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof: $1,1573 Sec. 1 of

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State from sale of bonds authorized by legislature under Chapter 175, (date By act of the Legislature of Laws of 1917, and Chapter 31, Laws of 1920 and citation), appropriating dollars.

*(b) By the Count..... of ..... By tax levy or bond issue authorized by act of ..... (date and citation).

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. ~~The project covered by~~ this agreement ~~includes~~ covers the following road as described in detail in said surveys, plans, and specifications:

Between survey station 1102+26.4, a point 20.1 miles southeast of Pendleton, and survey station 1852+08.4 at the Union County Line, excluding therefrom that portion between survey stations 1595+00 and 1653+50 which is Section B of said project, 13.57 miles, known terminal points, a distance of locally as the Deadman's Pass-Kamela Section of the Old Oregon Trail, Umatilla County, being Section A of Oregon Federal Aid Project No. 62 as approved by the Secretary on April 5, 1922.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

~~(a) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.~~ STRICKEN OUT

(b) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) The Highway Department hereby agrees that within five years from the date of execution of this agreement it will submit plans, specifications, and estimates and enter into project agreements to cover the remaining mileage of said Oregon Project No. 62 as approved by the Secretary of Agriculture on April 5, 1922.

(d) It is hereby mutually agreed and understood that no additions to the mileage embraced in the system of Federal-aid highways, submitted and approved for the State of Oregon in accordance with Section 6 of the Federal Highway Act, will be requested by the Highway Department or approved by the Secretary until the said Highway Department, with or without Federal Aid, shall have widened, or entered into project agreement for widening, the 16 ft. wearing surface placed on the project under this agreement to such extent and in accordance with such plans, specifications and estimates as may be required and approved by the Secretary.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of Sec. A of said project shall not in any event exceed

(a) the said sum of eighty-nine thousand, two hundred ninety-five and 08/100

dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673

per cent of one hundred forty-six thousand, fifty-eight and 00/100

dollars, the approved total estimated cost of Sec. A of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of Sec. A of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

..... (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $24,454.69 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and of Nov. 9, 1921 out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties

ments of Article III hereof. (Strike o[illegible] per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

In no event shall payment or payments made by the United States be in excess of [illegible]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and of Nov. 9, 1981 out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or [illegible] to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 2[illegible], 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 12th day of September, 1922.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1102+26.4, a point 20.1 miles southeast of Pendleton, and survey station 1852+08.4 at the Union County Line, excluding therefrom that portion between survey stations 1595+00 and 1633+50 which is Section B of said project, locally known as the Deadman's Pass-Kamela Section of the Old Oregon Trail, Umatilla County, being Section A of Oregon Federal Aid Project No. 62 as approved by the Secretary on April 5, 1922, and designated in the records of this Department as Sec. A of Project No. 62, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $146,058.00 as the total estimated cost of Sec. A of said project, and the sum of $89,225.08 as the share of the United States, payable under said Act on account of Sec. A of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 13th day of September one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

Acting Secretary of Agriculture.

FORM 2A 5M-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
October 10, 1922.

30 PC-
W-O #1-

RECEIVED
OCT 12 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith extra work order No. 1, contract No. 560, for grading and surfacing the Dead Man's Pass - Kamela section of the Old Oregon Trail in Umatilla county, Carlson and Nyberg, contractors.

The work covers clearing, grubbing, draining and grading detour between stations 1595 and 1632. On account of the scratch work encoundered on the detour and the amount of engineering required to get accurate measurements I considered it best to do the work force account. The surfacing that is being placed is at contract prices.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

Incls.

cc Mr. Muney.

September 22, 1922.

Bureau of Public Roads,
Portland, Oregon.

P.H.62

Gentlemen:

We are today in receipt of a letter from Mr. Baldock referring to headwalls on the Deadmans Pass Kamela Section, Oregon Project No. 62.

Mr. Baldock advises that it is impossible to locate rock suitable for the construction of rubble masonry headwalls within the limits of the work, and has recommended that the contractor be permitted to use Class "E" Concrete headwalls. This recommendation has been approved by this office as it is believed that the use of Class "C" Concrete, from the standpoint of durability, will be preferable to rubble masonry.

We would therefore request that the Item of "130 cu.yds Rubble Masonry at $12.00 - $1,560.00" in the project agreement estimate be changed to read "67.826 cu.yds Class "C" Concrete at $23.00 - $1,560.00".

The use of Class "C" Concrete will probably cost more than rubble masonry, but we are willint to absorb this in our 10 per cent contingency allowance, without requesting further federal aid.

The contractor quotes a price of $23.00 per cu.yd of Class "C" Concrete, and copies of this quotation will be sent you in the near future.

Very truly yours,

HERBERT KUHN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSousa
AP

September 22d, 1922.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to your letter of August 25th relative to use of concrete headwalls instead of rubble masonry on the Deadmans Pass Kamela Section, Oregon Project No. 62.

Mr. Kelly has today advised that the use of Class "C" Concrete for headwalls is approved, and has requested that we inform you to this effect.

Will you kindly send us, at your early convenience, the contractor's written quotation of $23.00 per cu.yd for Class "C" Concrete. This will be necessary before the item can be paid for on any estimates, or before Federal Aid can be secured on same.

Very truly yours,

[redacted]
State Highway Engineer

By [redacted]
Office Engineer.

Dic by J. W. DeCoux

AF

cc Mr. Max J. Kuney, Res. Engr.,
Kamela, Oregon.

HERBERT NUNN
STATE HIGHWAY ENGINEER

ENGINEER

RETURNED TO
Portland

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
August 25, 1922.

30 PC-
Concrete headwalls.

Mr. Herbert Nunn,
State Highway Engineers,
Salem, Oregon.

RECEIVED
AUG 28 1922
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

I inclose herewith copy of letter from Max J. Kuney, resident engineer, in regard to using concrete headwalls in lieu of rubble masonry headwalls on the Dead Man's Pass - Kamela section.

Mr. Kuney submitted a proposition before stating the contractors were not able to find acceptable rock. I advised him to make another investigation and if possible to find acceptable rock to use rubble masonry. Mr. Kuney's letter is self explanatory in this regard. The rock in this vicinity is columner basalt with small crystals, commonly known as "dice" rock and is not suitable for rubble masonry.

There will not be an overrun of the estimate as there will be less solid rock than originally comtemplated, resulting in a saving in dollars and cents materially over the proposed additional expenditures of $821.24 for concrete headwalls.

I would recommend the matter be taken up with the Bureau of Public Roads and concrete headwalls be used if possible.

Very truly yours,

R H Baldock
Division Engineer.

RHB V
Incl.
cc Max J. Kuney.

Kamela, Oregon,
August 25, 1922.

50 PC-
Concrete headwalls.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

COPY

Dear Sir:

In my letter of July 31st I recommended the use of concrete headwalls, with the concrete pipes to be installed on this section, which recommendation you did not sustain in your letter of August first.

We are ready to start the work on the headwalls, and yesterday I spent several hours with Mr. Nyberg, hunting suitable stone for this work. The quarry and several rock cuts are shot up, and none of this rock is suitable. All the field stone we found would break into thin pieces when any attempt was made to point it. We were unable to find any rock that would break blocky, that was reasonably adjacent to the work. Mr Nyberg has again requested me to try and get concrete headwalls substituted for rubble masonry.

I explained to Mr. Nyberg that rubble masonry headwalls are considerable cheaper than concrete. On this account Mr. Nyberg said he would drop his price for concrete for headwalls to $23.00 a cu yd. His price for rubble masonry is $12.00, which comparatively is the higher price of the two. Inasmuch as Mr. Nyberg would be compelled to import sand for all his concrete it is apparent that the main reason he requests this change is an honest desire to produce a better job. On account of the lesser yardage in concrete headwalls, for our drainage list; 98.85 cu yds of of rubble masonry would be required against 87.28 cu yds of concrete, at $12.00 and $23.00 per cu yd, the amounts are $1186.20 for rubble masonry and $2007.44 for concrete, a difference of $821.24. This item will not cause any overrun of the estimate, and under the circumstances, and on account of the reduced price offered by Mr. Nyberg, I again present this matter for your consideration.

Very respectfully,

MAX J. KUNEY,

Resident Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

September 16, 1922.

POST OFFICE BUILDING.
PORTLAND, OREG.

RECEIVED
SEP 20 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith one copy of the agreement estimate which was used as the basis of the project agreement for Oregon Federal Aid project No. 62-A (Deadman's Pass-Kamela section).

Yours very truly,

District Engineer.

August 24, 1922.

10 AJ - AL

The Douglas National Bank,

Roseburg, Oregon.

Attention Mr. J. H. Booth

Gentlemen:

In response to your inquiry of August 23, relative to the Moceri contracts, would say that the estimates for contract No. 467, which is the Roseburg-Wilbur Section, have been assigned to the Bank of California National Association, Tacoma, Washington, and that this assignment was dated August 9, 1922 and consented to by the surety on the bond.

There is no assignment against contract No. 512, which is the Canyonville-Glesville Section, and payments on this contract are being made direct to S. A. Moceri.

If there is any further information we can give you in this matter, we will be pleased to do so.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

B

Secretary

RAK HI.

THE DOUGLAS NATIONAL BANK

August 23, 1922.

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

Our bank has been crediting Mr. Moceri here for funds to carry on his work on the two paving jobs. This has been without taking an assignment of sums due him on estimates. We would be glad to know, if not inconsistent, whether or not Mr. Moceri has made any assignments of his presnet estimates with you on this work, and if so, when?

I have written you at the suggestion of Mr. E. A. Booth, who stopped over on his way to California yesterday.

Very truly

(signed) J. H. Booth
President

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 15, 1922, 192...

Job Name Deadman's Pass- Kamela, grad.

Week from 7-9-22 to 7-15-22

Carlson and Myberg

Mail Address Kamela Oregon

Highway Old Oregon Trail

Telegraph or Telephone Address do.

County UMATILLA Job Prefix 30 PC

Express and Freight Address do.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Two camps are partially complete, one about two miles East of Meacham and the other near Emigrant Springs. I understand that there is six miles of this work let out to subs, and the contractor is trying to complete the job this year. He intends to start clearing near Kamela next week, and rush that end of the work, figuring on a little later winter on the West end. I have not met any of the contractors organization yet so do not know just how soon they will start active operations.

We have had threemen on the field work this week, and have all the center line staked and about two more days yet running levels. We will then start in cross sectioning and will put on another man, available here now, until that work is well along.

RECEIVED
JUL 19 1922
OREGON
STATE HIGHWAY COMMISSION

Signed Max J. Kuney

Max J. Kuney
Res. Engr

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 13.54

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 3½

Contractor's average force for week 8 *men,*

2 *teams,* 0 *steam shovels*

Grading work will be completed about Oct. 31, 1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

No 1

Date July 8th 1922, 192....

Job Name Deadmans Pass Section
Carlon & Hubbard

Week from July 2 to July 8

Highway Old Oregon Trail

Mail Address Ukiah Oregon

County Umatilla Job Prefix 30PC.

Telegraph or Telephone Address

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractor for grading this
job a field party of four men have been
engaged in the preparatory to
grading — None of the Exhibition stake of 1917
are here in Ukiah are living to
difficulty in identifying the line
This work is that about 75% done — to
level or Cross sections have been taken to
date —

RECEIVED
JUL 17 1922
OREGON
STATE HIGHWAY COMMISSION

Signed Max Briney

Title Resident

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned 0

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 4

Contractor's average force for week ..... 0 .....*men,*

..... 0 .....*teams,* ..... 0 .....*steam shovels*

Grading work will be completed about ..... —

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 13.54

Miles completed 0

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party 0

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* ....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs ..... *Percentage*.....

PR 62 /

July 8, 1922

Carlson & Nyberg,
721 W. 22nd Avenue,
Spokane, Washington.

Gentlemen:

I am handing you herewith four copies of the contract for the construction of 13.54 miles of grading and surfacing on the Deadman's Pass-Kamola Section of the Old Oregon Trail in Umatilla County, our contract No. 560.

Please execute all four copies of the contract and bond and return to this office for the approval of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Yours truly,

Secretary.

EM
Encls.

July 7, 1928

County Court of Umatilla County,
Pendleton, Oregon.

Gentlemen:

This is to advise you that the State Highway Commission received bids on June 29th, 1928, for the construction of the Deadman's Pass-Kamela Section of the Old Oregon Trail in Umatilla County, and that Carlson & Nyberg were the low bidders on alternate B at an estimated cost of $138,122.00.

This contract has been awarded with the understanding that the grading is to be completed this year and as much of the surfacing as one No. 4 gyratory crusher will do. Construction work will commence at once.

Respectfully yours,

State Highway Engineer.

HH:LM
1 Encl.

July 7, 1922

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

This is to advise you that the State Highway Commission received bids on June 29th, 1922, for the construction of the Deadman's Pass-Kamela Section of the Old Oregon Trail in Umatilla County, and that Carlson & Nyborg were the low bidders on alternate B at an estimated cost of $138,182.00.

This contract has been awarded with the understanding that the grading is to be completed this year and as much of the surfacing as one No. 4 gyratory crusher will do. Construction work will commence at once.

Respectfully yours,

State Highway Engineer.

HH:LM
1 encl.

PR 62

July 7, 1928

Carlson & Nyberg,
c/o Hotel Oregon,
Portland, Oregon.

Gentlemen:

Your bid received by the State Highway Commission on June 29, 1922, for the construction of the Deadman's Pass-Kamela Section of the Old Oregon Trail in Umatilla County, was the low bid.

Your bid was, in fact, an alternate bid; in other words, you bid on alternate A on the basis of completing the work this year at the sum of $146,060.00 and on alternate B the sum of $130,122.00.

The matter of awarding the contract was referred to the Engineer by the Highway Commission with power to act, and this letter is to advise you that the contract has been awarded to you on the basis of your altornate B bid for $130,122.00.

This award is made with the understanding and on the condition that the entire distance is to be graded this year and one-half of the distance, or approximately 6 miles, is to be completed including the surfacing.

Your, of course, are as anxious to complete the job this year as is the Highway Commission to have the work completed, and we assume, therefore, that you will hasten the work with as much speed as good workmanship will permit.

Very truly yours,

State Highway Engineer.

JMD:EK

July 6th, 1922.

U. S. Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON.

BR. 6-2

Gentlemen:

Herewith we are sending you six copies of estimate as basis for project agreement on the Deadman's Pass Kamela Section, Oregon Federal Aid Project No. 42.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

BW

Office Engineer

Dic by J. W. DeYoung

AP

Encl.

OREGON STATE HIGHWAY DEPARTMENT

Project No.48.

Deadmans Pass-Kamela Section of the Old Oregon Trail in Umatilla County. (Estimate as basis for project agreement. Based on Contract prices)

15.57 miles of Grading & Surfacing — Salem, Oregon July 6, 1922

All Required		Clearing and grubbing		$7,000.00
58,500	Cu.Yds	Common Excavation	$0.45	26,325.00
22,000	" "	Solid Rock	1.50	33,000.00
20,000	Sta. "	Overhaul	.06	1,200.00
2,000	Lin.Ft.	12" Culvert Pipe	1.75	3,500.00
200	" "	18" " "	3.00	600.00
300	" "	24" " "	4.25	1,275.00
60	" "	36" " "	7.00	420.00
50	Cu.Yds	Class "A" Concrete	30.00	1,500.00
3,500	Lbs.	Metal Reinforcement	.08	280.00
150	Cu.Yds	Rubble Masonry	12.00	1,800.00
26,000	" "	Broken Stone Surfacing	2.12	55,120.00
4,000	" "	Filler	.25	1,000.00
			Sub - total - - - - - - -	$132,780.00
			10% Engr. & Cont. - - - - - -	13,278.00
			Total	146,058.00

Cost per mile $10, 765.30

State Funds Available - - - - - - - $56,762.92
Federal Aid Requested - - - - - - - 89,295.08
$146,058.00

Federal Aid Recommended $ - - - - - - - - - - -

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

June 7, 1922.

RECEIVED
JUN 9 1922
OREGON

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed herewith is a copy of the estimate which we have forwarded with the plans and specifications on Oregon Federal aid project No. 62.

This estimate was made up by combining in one the two separate estimates which you sent us for this project, one for grading and surfacing, and the other for the 5'x 8' box culvert at Station 1566/50.

As soon as a contract is awarded, please furnish us with a revised estimate based on contract prices, as a basis for the Project Agreement.

Very truly yours,

District Engineer.

Enclosure

State Highway Department

RECEIVED
JUN 9 1922
OREGON

Project No. 62

DEADMANS PASS-KAMELA SECTION
OF THE OLD OREGON TRAIL IN UMATILLA COUNTY.

(Estimate to accompany plans - not as basis
for Project Agreement).

13.57 Miles of grading and surfacing.

Salem, Oregon, March 6, 1922.

All required		Clearing and Grubbing			$6,000.00
58,500	cu.yds.	Common excavation	.30		17,550.00
22,000	"	Solid rock excavation	1.50		33,000.00
20,000	Sta.yds.	Overhaul	.05		1,000.00
2,000	Lin.ft.	12" Culvert pipe	1.30		2,600.00
200	"	15" " "	2.25		450.00
300	"	24" " "	3.75		1,125.00
60	"	36" " "	5.75		345.00
26,000	cu.yds.	Broken stone surfacing	2.11		54,860.00
4,000	"	Filler	.25		1,000.00
49	"	Class "A" concrete	25.00		1,225.00
130	"	Rubble Masonry	10.00		1,300.00
3,500	Lbs.	Metal reinforcement	.09		315.00
			Sub-total		$120,770.00
		10% Eng. & Cont.....			12,077.00
			Total.....		$132,847.00

Cost per Mile $9,789.76

State Funds Available $51,628.69
Federal Aid Requested..... 81,218.31

Total Funds.....$132,847.00

FORM 8A 10M-9-32

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]EON, PORTLAND
W. [illegible] BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STA[illegible]

APR 27

H.M. Recommend this be let to County if they take at Engr's revised estimate + bond furnish satisfactory bond. Time getting short! ARK

Dead Man's Pass-K[illegible]
Re: Advertising f[illegible]

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I am advised by the Umatilla County Court that in case they are able to secure sub-contractors who will take the Dead Man's Pass-Kamela section at my estimate, and furnish bond satisfactory to the Court and the Commission, that the County will take over construction of this section at a contract price equal to the engineer's estimate.

However, they may not be able to make this arrangement, and I would suggest you proceed with plans for advertising at the June meeting, and in the meantime they may be able to make suitable arrangements.

I believe this matter has been taken up with you by phone by Mr. Shannon.

Very respectfully,

R H Baldock

R H Baldock
Division Engineer.

RHB V

cc Umatilla County Court.

FORM 2A 10M-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]EON, PORTLAND
W. [illegible] BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 62

La Grande, Oregon,
June 6, 1922.

Dead Man's Pass-Kamela section.
Re: Advertising for bids.

RECEIVED
JUN 8 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I am advised by the Umatilla County Court that in case they are able to secure sub-contractors who will take the Dead Man's Pass-Kamela section at my estimate, and furnish bond satisfactory to the Court and the Commission, that the County will take over construction of this section at a contract price equal to the engineer's estimate.

However, they may not be able to make this arrangement, and I would suggest you proceed with plans for advertising at the June meeting, and in the meantime they may be able to make suitable arrangements.

I believe this matter has been taken up with you by phone by Mr. Shannon.

Very respectfully,

R H Baldock

R H Baldock
Division Engineer.

RHB V

cc Umatilla County Court.

FORM 8A 10M-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]EON, PORTLAND
W. [illegible] BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

REFERRED TO
BY H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR #62

La Grande, Oregon,
June 2, 1922.

Dead Man's Pass-Kamela-
Revised engineer's estimate.

RECEIVED
JUN 5 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I note by the Oregonian that the bids for the Dead Man's Pass-Kamela section were thrown out, the project to be readvertised in June.

The contractors were probably afraid of this section in view of an early winter, and also recent indications of higher labor cost this summer. In view of these circumstances I will submit a new engineer's estimate of cost, raising my price on excavation approximately 5% to care for the probable increase in labor cost. It will also be necessary for the contractor to work two crushing plants simultaniously in order to complete by November 15th, but according to my calculations it will be possible for contractor to complete allowing 20% loss of time for delay. I arrive at this calculation as follows:

There is a total of 29,000 cubic yards to be crushed. If the contract is let the middle of June and the contractor gets his grading forces in by the first of July, there should be suff[illegible]t grading done in the vicinity of the plants, a[illegible] sufficient time to shoot the quaries and inst[illegible] plants by September first, which gives them two and one half months work. The grading should then be far enough ahead of the macadamizing to keep well out of the way. By producing 215 cubic yards

...ISSIONERS

...O ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

per eight hour shift, which is a conservative estimate, it will require 68 eight hour shifts for the two plants working simultaneously. Allowing 20% loss of time this will be 80 eight hour shifts, and by working two eight hour shifts per day for each plant, it will require 40 days, or approximately the middle of October to complete.

However, the installation of the two plants will cause additional expense on account of freight and rental charges and I will be forced to raise my estimate on the cost of macadamizing. Had the contract been let at the last meeting it is barely possible the contractor could have made it with one plant.

As soon as possible I will send in the revised estimate of costs to your office.

Very respectfully,

R H Baldock

RHB V

Division Engineer.

March 14, 1922

Mr. C. H. Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

P.R.6

Dear Sir:

Vicinity map has now been secured for the structure at Two Mile Creek on the Deadman's Pass-Kamela Section, Federal Aid Project 62, and it has been decided to construct a 8'x 8' reinforced concrete box culvert.

Herewith, we are inclosing six copies of the estimate for this structure and four blue print copies of the structure plans are being forwarded you under separate cover.

Very truly yours,

HERBERT NUNN

State Highway Engineer.

By

Office Engineer

Dic. by J.W. De Souza
VLB
(Incl.)

OREGON STATE HIGHWAY DEPARTMENT

Project No. 62

Deadman's Pass - Kamela Section of the
Old Oregon Trail in Umatilla County.
(Estimate with plans for structure at
Station 1566 + 50)

BRIDGE

45 Cu. Yds.	Class "A" Concrete	25.00	1,125.00
3,500 Lbs.	Metal Reinforcement	.09	315.00
	Sub -total		1,440.00
	10% Engr. & Cont.		144.00
	Total		1, 584.00

State Funds Available	615.60
Federal Aid Requested	968.40
	1,584.00

March 6th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File FR-41

Dear Sir:

Herewith we hand you six copies of special provisions, estimate of cost, and unit price analysis of surfacing on the Deadman's Pass-Kamela Section, Oregon Federal Aid Project No. 62.

You will note that in accordance with your recent recommendation the estimate does not include the structure to be built at 1066 + 50. A revised estimate to include this will be submitted with the plans for the structure.

Four blue print sets of plans and one set of cross sections are being forwarded to you under separate cover.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

JWDeS:CHS
Encls

Ass't Office Engineer.

SPECIAL PROVISIONS

DEADMAN'S PASS-KAMELA

WORK TO BE DONE

The work to be done under the terms of this contract shall consist of the grading and surfacing of the project from Sta 1102 + 26.4 to Sta. 1595 and from Sta. 1633 + 50 to 1852 + 08.4.

Between Stations 1595 and 1633 + 50 the old county road will be used as a detour until such time as this portion is constructed, and the contractor will be required to do such minor grading on the detour as may be required for the application of a temporary surfacing. This surfacing will be approximately eight feet wide, six inches in depth, loose measure, and will be placed under the specification for the surfacing on other parts of the project, payment being made at the same unit prices.

The preliminary estimate of quantities for the work on this detour consist of 800 cubic yards of common excavation, 700 cubic yards of Broken Stone Surfacing, and 100 cu. yds. of Filler.

CLEARING AND GRUBBING

Clearing and grubbing shall be done in accordance with the standard specifications affecting this item, as given on pages 19 and 20 of the general specifications revised to May 1, 1921, except as regards the width of right of way.

The width of right of way to be cleared on this project shall be 60 feet, 30 feet on either side of the center line, from station 1102 + 26.4 to station 1295 + 50; and 100 feet, 50 feet on either side of the center line, from station 1295 + 50 to station 1852 + 08.4

Where clearing and grubbing of borrow pits is required outside of the right of way specified, such clearing and grubbing required shall be understood to be included in the price bid for excavation.

CLASSIFICATION.

The classification of excavated materials under this contract will be made on the two classification basis, as described on page 21 of the general specifications.

EXCESS EXCAVATION MATERIAL

Where there occurs an excess of excavation quantities in the balancing of cut and fill material, the excess quantities shall be distributed as directed by the engineer. In no case will the contractor be allowed to make waste piles or to widen the roadbed unevenly unless permission is given by the engineer. All excess material shall be used to widen roadbed uniformly unless otherwise directed, and shall, if required, be hauled beyond the free haul limit. If for any reason the contractor should make waste piles contrary to the instructions of the engineer, all such waste material must be picked up and placed in fills, according to the specifications and the engineer's instructions.

ALTERNATE BIDS ON CULVERT PIPE

In submitting proposals on this work, contractors are required to submit alternate prices on both concrete and corrugated galvanized iron Culvert Pipes. The right is reserved by the State Highway Commission to reject, as informal, any proposal which does not contain these alternate bids.

will STRUCTURE AT STA. 1566 + 50

The reinforced concrete structure at Sta 1566 + 50 will be constructed under this contract in accordance with the standard bridge specifications of the State Highway Department.

BROKEN STONE SURFACING

Preparation of Sub-Grade:

Before spreading the surfacing the contractor shall, by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, and bring same to uniform crown and grade, with a surface free from ruts, humps and depressions.

The subgrade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared shall be maintained true to crown, grade and uniform surface.

In no event shall any surfacing materials be placed upon any section of the subgrade which is not, in the opinion of the engineer, in a condition suitable and satisfactory for surfacing.

All ditches shall be cleaned in a manner to provide proper drainage, and the materials removed, and where suitable, shall be used to build up the subgrade or shoulders, or if not suitable, wasted uniformly along the sides of fills.

Width, Thickness and Number of Courses:

The surfacing shall have a top width of twelve (12) feet and shall be feathered to a width of sixteen (16) feet on the bottom. It shall be laid in two courses, with a combined depth of eight (8) inches loose measure, the top course having a thickness of not less than forty (40) per cent of the total thickness of the surfacing in the center. The top course shall entirely cover and overlap the bottom course as shown on the blue print section attached.

In cases where the sub-grade conditions are such that the given width and thickness are not required, or are insufficient, the surfacing shall be constructed to such width and thickness as the engineer may direct.

Materials:

All broken stone shall be clean, hard, tough and durable, and shall be free from soft, thin, elongated or laminated pieces. Materials shall be subjected to and must pass such tests as the engineer may consider necessary to insure good material.

Rock of suitable quality is available from quarries indicated on accompanying sketch map at stations 1290 + 00 and 1670 + 00.

Only the most suitable materials available from above sources, or materials in every way equal thereto, will be allowed to be used. The engineer shall, in every case, be the judge as to the relative suitability of materials.

All overburden shall be moved far enough in advance to prevent it becoming mixed with the surfacing materials.

Materials to be Secured by the Contractor:

The contractor will be required to furnish and develop all quarry sites or other sources of material, and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing.

Sizes of Materials:

Materials for the base course shall be crusher-run, broken stone with a maximum size of one and one-half ($1\frac{1}{2}$) inches as determined by a one and one-half ($1\frac{1}{2}$) inch circular opening.

Materials for the top course shall be crusher-run, broken stone with a maximum size of one (1) inch as determined by a one (1) inch circular opening.

The materials for each course shall be well graded from coarse to fine and shall not contain more than forty (40) per cent of materials passing a one-quarter (1/4) inch screen.

Means to Prevent Separation of Fine from Coarse Materials:

In the handling of materials, the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible, materials in being transferred into stock piles, bins or vehicles shall be dropped vertically.

Dumping on Roadway:

The spreading of any course or layer of materials shall be done from suitable spreader wagons, end dump trucks, with end gates adjusted to give the proper spread, or from piles dumped along the road, as directed by the engineer. No segregation of large or fine particles will be allowed, and the materials as spread shall be free from pockets of large or fine material.

Hauling, Dragging, Etc.

With a view of securing a maximum amount of uniformly smooth and compacted surface the contractor will be required, as far as practicable, to do his hauling over the surfacing as it is placed, to construct the surfacing beginning at the point of loading and working away from that point; to keep the base course constructed at least 2000 ft. in advance of the top course; and to thoroughly drag the surfacing at frequent intervals during the course of construction. The intervals at which dragging will be required and the manner in which it shall be done will be determined by the engineer, basing his judgment upon the results that are and can reasonably be obtained.

To Construct the entire base course in one stage before beginning Construction of the Top Course from the portion "A"

Finishing Shoulders:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed trimmed up so as to provide a uniformly crowned and well drained cross section, as indicated on the plans. Any loose rock, stones or boulders that may be dragged to the surface or made to protrude by this operation, shall be removed from the roadbed and placed along the edge of the right of way.

Measurement and Payment:

The quantity of surfacing to be paid for shall be the number of cubic yards, loose measure, of broken stone furnished, delivered and incorporated in the work. Payment shall be made at the unit price bid for "Broken Stone Surfacing."

The unit price bid shall be understood to cover preparation of sub-grade, cleaning of ditches, the furnishing, crushing, hauling, spreading and compacting of materials, the trimming and finishing of shoulders, and all other work involved in the construction of the

finished surfacing, at the grade and to the cross section indicated on the plans, and in accordance with these provisions. Filler will be paid for as specified hereafter.

Any rolling or sprinkling that may be required will be paid for as "extra work" or will be done by state forces.

MAINTENANCE MATERIALS.

Materials for maintenance shall conform in every respect to the specifications given for materials to be used in the construction of the top course of the surfacing. It shall be placed in neat, well formed piles of 25 cubic yards, at intervals of approximately one quarter of one mile.

The exact positions of the piles shall be as ordered by the engineer.

The price bid shall include the furnishing, crushing, hauling and piling of the materials, and the leveling or other preparation necessary, of the sites upon which the materials are to be piled.

FILLER

Where the engineer so directs, there shall be added to and incorporated with the surfacing materials, a "filler" of sand, loam or other suitable material. Material for this purpose shall be obtained from such sources as the engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and whenever it is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "Filler-haul" of forty (40) cents per cubic yard

for each mile, or fraction thereof, of haul in excess of five hundred (500) feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

Oregon State Highway Department — Project No.62

DEADMANS PASS-KAMELA SECTION
OF THE OLD OREGON TRAIL IN UMATILLA COUNTY.

(Estimate to accompany plans. Not as basis for Project Agreement. Does not include structure at Sta. 1566 + 50).

13.54 Miles of Grading & Surfacing — Salem, Oregon, March 4, 1933

All Required		Clearing & Grubbing,			$ 6,000.00
58,900	cu.yds	Common Excavation,	.30		17,670.00
22,000	" "	Solid Rock Excavation,	1.50		33,000.00
20,000	Sta "	Overhaul,	.05		1,000.00
2,000	Lin ft	12" Culvert Pipe,	1.20		2,400.00
200	" "	18" " "	2.25		450.00
300	" "	24" " "	3.75		1,125.00
60	" "	36" " "	5.75		345.00
4	cu yds	Class "A" Concrete,	25.00		100.00
130	" "	Rubble Masonry,	10.00		1,300.00
26,000	" "	Broken Stone Surfacing,	2.11		54,860.00
4,000	" "	Filler,	.25		1,000.00
		Sub-total			119,330.00
		10% Eng. & Cont.			11,933.00
		Total,			$131,263.00

Cost per mile, $9,694.46

State Funds Available,	$51,013.10
Federal Aid Requested,	80,249.90
	$131,263.00

Oregon State Highway Department Project No. 68

DEADMANS PASS-MANEELA SECTION
OF THE OLD OREGON TRAIL IN UMATILLA COUNTY.

Analysis of Estimated Cost of Surfacing.

Royalty,	.05
Quarrying,	.45
Crushing,	.51
Hauling (2.56 mi @ 22)	.56
Fluxing & prep. sub-grade,	.20
Depb. & Overhead,	.32
	1.85
15% Profit,	.26
Est.bid price,	$ 2.11

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

February 27, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

MAR 1 - 1922
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Receipt is acknowledged of your letter of February 25, 1922, relative to structure at Station 1566+50 on Oregon Federal Aid project No. 62. It will be necessary to omit this bridge from the first estimate and a clause will be inserted in the project agreement that it will be submitted as soon as weather conditions will permit, as a revision. In this way it will be possible to approve the plans, specifications and estimate.

Yours very truly,

J. H. Fewin

acting District Engineer.

Fed. Aid.

February 21st,1922

Mr.C.H.Purcell, Dist.Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR #62

Dear Sir:-

This letter is written in reply to your letter of February 17th, and to confirm agreement reached in conference with you yesterday in regard to Interim Project No.62 [Deschutes - Kamela Project.]

The State Highway Commission agrees to construct, as a part of this project, a reinforced concrete bridge over Two Mile Creek. It also agrees to complete, within the next five years, either with or without Federal Aid the proposed railway overcrossing at Metolius.

You are authorized to provide accordingly in the project agreement.

Yours very truly,

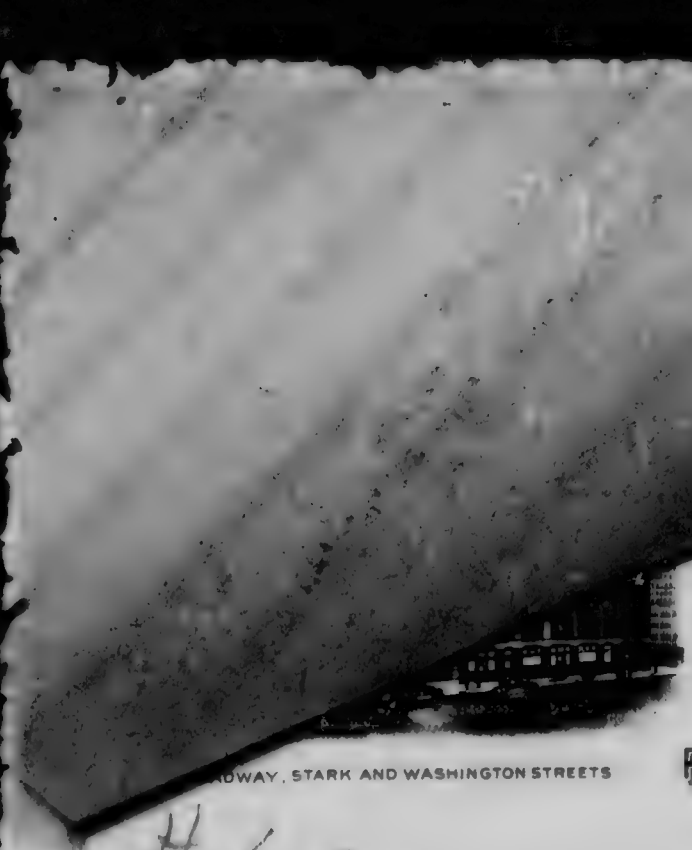
HERBERT HUNT

State Highway Engineer.

By

Office Engineer.

SHP.HH.



ETSCHAN,
MANAGER

IMPERIAL HOTEL

POST OFFICE BUILDING,
PORTLAND, OREG.

DWAY, STARK AND WASHINGTON STREETS

PORTLAND, OREGON, 192 ruary 17, 1922.

#62

Commission will agree
to construct Two Mile Creek
bridge of concrete. Maximum
span Crossing to be built in
five years,

Oak.

egon Federal
al.

ws a 19 ft.
map does not
e been ad-
n concrete
policy of
bridges on
g plans to

ree to com-
efinite time.
ect agree-
hin three

Engineer.

RECEIVED
FEB 21 1922
STATE HIGHWAY ENGINEER

Mail

1917

...MENT OF AGRICULTURE.
...REAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

...FILE No. Ore. F. A. No. 62.

February 17, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding the project statement on Oregon Federal Aid project No. 62 with our recommendation for approval.

The sketch map accompanying the statement shows a 19 ft. span to be constructed at Two Mile Creek. While the map does not indicate the type of bridge to be constructed, we have been advised that you are considering a 19 ft. timber span on concrete abutments at this point. Since it is contrary to the policy of this office to approve the construction of temporary bridges on primary highways, it will be necessary when submitting plans to provide for permanent structures throughout.

It will also be necessary for the state to agree to complete the Meacham over-crossing within a reasonable definite time. Therefor, there will be a clause inserted in the project agreement obligating the state to build this structure within three years.

Very truly yours,

C. H. Purcell

District Engineer.

E.C.

ANSWERED
C. H. Prichart

BAP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

February 10, 1922.

FEB 13 1922
ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

REFERRED TO
R. Q. K.
V. H. N.

Dear Sir:

Receipt is acknowledged of your letter of February 9 withdrawing federal aid project No. 65, Nelson-Huntington Section of the Old Oregon Trail.

The withdrawal of this project is approved.

Yours truly,

E. A. Sherman

District Engineer.

PR 2/1

January 26th
1922

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

The Bureau of Public Roads has tentatively agreed to cooperate on the Cabbage-Hill-Deadman's Pass Section if the roadbed widths are made 20' between ditches in cuts and 22' on fills. The profile which we have in this office shows a proposed section of only 20' on fills, and it will be necessary to revise this feature.

We are ready to begin the preparation of the plans for this work, and it will be necessary that we have a 100' scale map or the alignment notes and section ties, the cross sections throughout the job, and a profile.

If you have the platted cross sections in your office, it might be advisable for you to put on in pencil the 22' roadbed in fills, making the necessary recalculation of quantities, and such revisions in the profile grade as you consider necessary. If these sections have not been platted up, and you will send us the cross section notes, we will do the platting and recalculation of quantities in this office. If this procedure is followed, however, it might be advisable for you to send us such revisions in grade as may be apparent to you at the present time, and we will work them out in detail in this office.

Yours very truly,

[redacted],
State Highway Engineer.

By

Office Engineer.

Dictated by J. V. De Soums
GMC
Enclosures

STATE Oregon

PROJECT NO. 42

(Not to be filled in.)

FORM P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) December 6, 1921

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 81, Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department

1. Local name of road Deadman's Pass-Kamela
2. Located between Pendleton and Kamela, County of Umatilla
3. Points of beginning and ending From Deadman's Pass, 20.10 mi. S.E. of the East city limits of Pendleton, to the Union County Line north of Kamela.
4. Length in miles (gross) 14.31 (net) 13.01

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4366

5. Miles of project used as post route None; miles not used as post route 14.31

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This project extends through a heavily timbered mountainous country which will be of large commercial value upon the opening up of adequate means of transportation. The project is a necessary portion of the Old Oregon Trail between Pendleton and La Grande.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? no

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of the Old Oregon Trail. Proposed Federal Aid primary highway.

11. Improved roads adjacent or contiguous and type of each Metal surfaced road on north. Improved. Graded earth road on south.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 9, (*b*) passenger motor vehicles 121, and (*c*) horse-drawn vehicles -

13. Local traffic, approximate average daily number of (*a*) trucks -, (*b*) passenger motor vehicles -, and (*c*) horse-drawn vehicles 6

14. Description and present condition of traveled way Unimproved earth road.

15. Proposed width of surfacing 16; feet between ditches 18'; approximate maximum gradient 8 per cent.

16. Proposed type of construction Grading & Surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project Quarries at Stas. 1290 and 1670 as indicated on sketch map

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

Combined overcrossing of railroad and Deschan Creek at Sta. 1600 consists of 8 - 40' reinforced concrete deck girder spans. Section from Sta. 1525 to Sta. 1663 + 50 not included in project for present construction. Will be built with or without Federal Aid, at later date as funds may become available.

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $36,569.69 $36,608.85 and any additional amounts required. From sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties

be built with or without Federal Aid, at later date as funds may become available.

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $16,608.55 and any additional amounts required. From sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 257, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project. State Highway Department standard form of contract and contractor's bond.

25. Reconnaissance estimate of cost of project:

Made by R. H. Baldock Date ....., 19.....

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ... % rock				
	Sq. yds.	Surfacing of				
All	Required	Clearing & Grubbing			7,000	00
53,100	cu yds	Common Excavation		40	21,240	00
21,700	" "	Solid Rock Excavation	1	65	35,435	00
11,500	cu yds	Overhaul		05	575	00
25,000	cu yds	Surfacing	2	50	62,500	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
1,850	lin ft	12" Culvert Pipe	1	50	2,775	00
180	" "	18" " "	2	50	450	00
290	" "	24" " "	4	00	1,160	00
58	" "	36" " "	6	00	348	00
25	cu yds	Class "B" Concrete	25	00	875	00
4	" "	Class "A" Concrete	30	00	120	00
125	" "	Rubble Masonry	10	00	1,250	00
5	M-FBM	Lumber & Timber	60	00	300	00
40	cu yds	Rip Rap	5	00	150	00
					132,328	00
					13,232	80
					145,560	80

Length, 13.01 miles.

Cost, $ 11,196.06 per mile.

Subtotal

10% Engineering and Contingencies

Total

This estimate approved by:

Office Engineer

(Title)

26. Amount of Federal aid desired $69,052.25 28,944.11

(State in lump sum or percentage, but not both.)

8—4256

27. Payment desired on completion or as work progresses. as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project. Treasurer of the State of Oregon, Salem, Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission,
(Official title of Highway Department.)

By R. A. Booth
Chairman
(Title of officer.)

By J. B. Yeon
Commissioner
(Title of officer.)

By M. B. Barratt
Commissioner
(Title of officer.)

State Oregon

Project No. 62
(Not to be filled in.)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919

Superseded

(Date) December 6 1921

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1921

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department

1. Local name of road Gradman Lane - Kamela
2. Located between Pendleton and Kamela, County of Umatilla
3. Points of beginning and ending From Gradman Lane, 20.10 mi SE of the East city limits of Pendleton, to the Union Co line north of Kamela
4. Length in miles (gross) ~~10.22~~ 14.31 (net) ~~10.22~~ 14.31

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4336

5. Miles of project used as post route none; miles not used as post route 14.3 1

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

The project extends through a heavily timbered mountainous country, which will be of large commercial value upon the opening up of adequate means of transportation. The project is a necessary portion of the Old Oregon Trail Highway and its Grade

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each none

8. Tolls collected on roads or bridges on this project, if any none

9. Is project part of State's five-year program heretofore submitted? no

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Old Oregon Trail. Proposed Federal Aid primary highway.

11. Improved roads adjacent or contiguous and type of each Metal surfaced road on north. Proposed Federal Aid surfacing project on South

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks 9, (b) passenger motor vehicles 121, and (c) horse-drawn vehicles —

13. Local traffic, approximate average daily number of (a) trucks ——, (b) passenger motor vehicles ——, and (c) horse-drawn vehicles 6

14. Description and present condition of traveled way Unsurfaced earth road.

5—4256

15. Proposed width of surfacing ____; feet between ditches 20'; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading. ~~Bituminous surface~~.

17. Location, nature, and extent of deposits of local materials suitable for use on this project____

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Combined overcrossing of railroad and Wachapreague Creek at sta 1600.

(Designate each by the same distinguishing marks as on sketch map.)

Consists of 8 - 16 ft Reinforced Concrete deck girder spans

19. State's share of cost of construction will be provided by State.

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $5678.15 and any additional amounts required from sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County____

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

from the following sources: ____

(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction____

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)____

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department Standard Forms of Contract and Contractor's Bond

5—4256

25. Reconnaissance estimate of cost of project:

Made by H. H. Baldock Date ....., 19....

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ...% rock				
	Sq. yds.	Surfacing of				
All required		Planing & Grubbing			7 00	—
58,500	Cu. yds.	Earth Excavation		40	23,400	—
23,000	" "	Rock "		55	35,650	—
12,000	Sq. yds.	Sodding		05	600	—
		Structures of 20′ span or under				
1	Each	Structures over 20′ span			27,000	—
		Other items				
1960	L. F.	12" Corrugated Pipe	1	50	2,940	—
180	" "	18" " "	2	50	450	—
290	" "	24" " "	4	00	1,160	—
58	" "	36" " "	6	00	348	00
35	" "	Class "A" "	25	00	875	00
4	Cu. yds.	Class "A" "	30	00	120	00
127	Cu. yds.	1:2:4 Masonry	10	00	1270	—
5	M. F. B. M.	Timber Structures	60	00	300	—
40	Cu. yds.	1:2:4 Class "A" Concrete	3	00	120	—
14.31	miles.			Subtotal	101,233	—
$ 7,781.71	per mile.			10% Engineering and Contingencies	10,123	30
				Total	111,356	30

This estimate approved by:

(Title) Office Engineer

26. Amount of Federal aid desired 55,678.15

(State in lump sum or percentage, but not both.)

9—4266

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon.

29. Additional remarks It is proposed to surface this section upon the completion of the grading or as funds become available.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By _____

Chairman
(Title of officer.)

By _____

Commissioner
(Title of officer.)

By _____

Commissioner
(Title of officer.)

CONTRACT # 563

SEE:
CONTRACT # 311

42

563 SEE: Contract 311

CONTRACT # 569

SEE:

CONTRACT # 485

569 SEE: Contract 4Pt

CONTRACT# 570

PR 71 Lostine-Enterprise 1922-1925

570

56 #57165 32 PB 9971

December 24, 1924.

Mr. J. A. Burleigh,
Mr. L. H. Jordan,
Mr. J. P. Merlock,

Enterprise, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to the Wallowa County Court on Contract No. 570 for the construction of the Lostine-Enterprise Section of the La Grande-Wallowa Lake Highway in Wallowa County.

This payment will be made on or after January 7th, 1925.

Very truly yours,

R. A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

FORM 8 SSTSS 10H-2-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR #71

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
November 26, 1924.

30 DM--- 32 PB---

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to your communication of November 22nd in regard to certain force account bills submitted by Wallowa county on the Lostine - Enterprise job, advise that these bills were submitted a few days before I left for San Francisco. They involve some matters of precedent and will require considerable study before I can make a proper recommendation. I will endeavor to send this information to you on Friday of this week/

With reference to your communication regarding the Bauers and Bauers complaint advise that I have Mr. Carter's report on this matter but it will be necessary for me to get Mr. Stewart's version, and will also submit this report on Friday.

I am sorry that my being away has delayed these matters and assure you I will do all in my power to expedite the final payments on both of these projects.

Very truly yours,

R H Baldock

Division Engineer.

RHB V

COUNTY OF WALLOWA
STATE OF OREGON
ENTERPRISE

R. N. KELLOGG
COUNTY ENGINEER AND SURVEYOR

Nov. 18, 1924

PR*71

Roy A. Klein,
State Highway Eng.,
Salem, Oregon.

Dear Sir,- Att'n Mr. C. F. Smith.

In answer to your letter of Nov. 11th relative to the return of force account bills etc in support of a claim of $ 751.26, I have finally located them and enclose herewith. I also enclose with them the record of force account bills on this job.

In as much as we do not have the copies of all force account bills allowed I would appreciate your sending a copy of the record.

Respectfully yours,

R. N. Kellogg.

County Engineer
Wallowa County.

RECEIVED
NOV 21 1924
State Highway Dept.

November 11, 1924

Mr. R. N. Kellogg
County Engineer
Enterprise, Oregon

Dear Sir:

Some time ago I mailed to Wallowa County for signature, a voucher covering final payment on the Lostine-Enterprise contract. There being further force account claims, I wrote to the County requesting the return of the original voucher, stating that I would then mail for signature, a rewritten final in the amount of $4195.03.

Several days ago we received the original voucher, but with the entire force account detached. As none of the force account papers have arrived at this office, I am writing to request their return as they are necessary in the rewriting of the final estimate. Upon the return of these force account payrolls and bills which total $751.26, we will be in a position to issue the written voucher, but the force account claims are too large to warrant us writing up copies at this office.

Thanking you in advance for the prompt return of these papers, I remain

Yours respectfully,

ROY A. KLEIN,
State Highway Engineer.

By

Auditor.

075/00

COUNTY OF WALLOWA
STATE OF OREGON
ENTERPRISE

R. N. KELLOGG
COUNTY ENGINEER AND SURVEYOR

Oct. 22, 1924

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir,- Attention Mr. Probert,

Replying to your letter of the 3rd, which apparently was delayed in reaching this office, I will say that I have taken the matter up with Mr. Baldock, of some additional claims in regard to this contract which I have been unable before to take up and I thought it best to hold up the preparation of the final until such recommendation from Mr. Baldock has be n received. I have therefor delayed sending in the previous vouchers.

Information in regard to the claims is now in the hands of Mr. Baldock and no doubt ~~will~~ his recommendations will reach you soon.

I am enclosing the vouchers as per your request.

Respectfully yours,

R. N. Kellogg.

County Engineer,
Wallowa County.

— no # 5712 — 3 2 1 03. 9971

May 7, 1934.

Mr. Sam A. Kozer,
Secretary of State,
B u i l d i n g.

Attention Mr. M. J. Hess, Filing Division.

Gentlemen:

Receipt is acknowledged of your letter of the 3rd inst. enclosing three copies of notice of claim which has been filed in your office by the Standard Oil Company of Walla Walla, Washington, it being their claim in amount $1,441.18 against the Wallowa County Court, contractors for the resurfacing and grading of the Lostine-Enterprise Section of the La Grande-Joseph Highway.

Complying with your request we are today forwarding copies of this notice to the contractor and the surety.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

M. B. Glaisyer,
Chief Clerk.

HBG:LM

SAM A. KOZER
SECRETARY OF STATE

C. N. LAUGHRIDGE
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

May 3, 1924.

MAY 7 1924

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from Standard Oil Company, Walla Walla, Wash., and filed as of this date a notice of claim for materials and petroleum products furnished in the sum of $1441.18 against the bond taken from Wallowa County, principal, and J. A. Burleigh, L. E. Jordan and J. P. Morelock, sureties, for the work of resurfacing and grading on the Lostine-Enterprise Section of the La Grande-Joseph Highway, the amount being due for purchases made by the Columbia Construction Company, to whom the contract was sublet.

#570

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract, and one to the sureties.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

FILING DIVISION,

By M. J. Haas

B.

ANSWERED
H. B. G.

To the STATE OF OREGON, Attention Secretary of State,

SALEM, OREGON;

NOTICE is hereby given that the undersigned Standard Oil Company of Walla Walla, Washington has a claim for materials and petroleum products furnished in the sum of Fourteen Hundred Forty-one Dollars and Eighteen Cents,($1441.18) against the bond taken from Wallowa County, principal, and J. A. Burleigh, L. E. Jordan and J.P.Moreloek, surety, for the work of resurfacing and grading on the Lostine-Enterprise Section of the La Grande-Joseph Highway, the amount being due for purchases made by the Columbia Construction Company, to whom the contract was sub-let.

STANDARD OIL COMPANY

By J. P. Cruden
District Sales Manager

STATE OF WASHINGTON,)
: SS
County of Walla Walla.)

J. P. CRUDEN, being first duly sworn, says that he is District Sales Manager of STANDARD OIL COMPANY, a corporation organized under the laws of the State of California, a creditor of Wallowa County, in the sum of $1441.18, sold and delivered to said Wallowa County at its request, as per statement of account attached hereto, and that there are no offsets or counterclaims to same, and that claimant has not, nor has any person by his order, or to the knowledge or belief of said deponent, for claimant's use, had or received any manner of security for said debt whatever.

J.P. Cruden

SUBSCRIBED and sworn to before me this 2nd day of May, A. D., 1924.

J. Jacobson
Notary Public in and for the State of Washington, Residing at Walla Wal la

(Seal)

STATEMENT
STANDARD OIL COMPANY

Incorporated in California
Sales Department
Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 56

TERMS
30 days net. Fuel
Oil net 10th of Month
Following purchase

Walla Walla, Washington 5-1-24
Date

Columbia Const. Co.
La Grande
Ore

Your account is distributed as follows

30 days	60 days	90 days	over 90 days

	Balance as per last statement	Debits	Credits	Balance
6- 7-23		31 90		
18		1 55		
19		39 69		
30		53 41		
7- 5		53 41		
5		15 51		
5		6 05		
11		58 41		
16		53 41		
17		20 56		
20		3 90		
20		53 41		
23		53 41		
23		26 95		
24		15 24		
25		34 08		
7-30		18 89		
31		47 78		
8- 1		49 05		
2		12 08		
3		55 13		
3		3 38		
4		49 05		
7		21 04		
8		11 93		
8		37 13		
9		18 00		
13		40 13		
7		28 83		
7		19 22		
15		22 95		
14		14 70		
14		20 25		
16		19 13		
18		57 66		
17		4 35		
18		21 30		
18		17 15		
20		21 38		
20		11 93		
20		11 93		
21		9 60		

STATEMENT

STANDARD OIL COMPANY

Incorporated in California
Sales Department
Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 56

TERMS
30 days net. Fuel
Oil net 10th of Month
Following purchase

Walla Walla, Washington 5-1-24
Date

Columbia Const. Co.
La Grande
Ore

Your account is distributed as follows

30 days	60 days	90 days	over 90 days

		Debits	Credits	Balance
		Balance as per last statement		
22		32 18		
22		16 88		
23		34 40		
25		36 12		
25		8 60		
24		25 80		
8	24	10 75		
24		5 38		
28		10 75		
28		2 10		
28		17 74		
27		46 87		
30		3 15		

B.

STATEMENT

STANDARD OIL COMPANY

Incorporated in California
Sales Department
Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 56

TERMS
30 days net. Fuel
Oil net 10th of Month
Following purchase

Walla Walla, Washington 5-1-24

Columbia Const. Co.
La Grande
Ore

Your account is distributed as follows

30 days	60 days	90 days	over 90 days

		Debits	Credits	Balance
		Balance as per last statement		
	22			
	22			
	23			
	25			
	25			
	24			
8-	24			
	24			
	26			
	28			
	28			
	27			
	30			
	30			
9-	1			
	1			
	3			
	4			
	4			
	4			
	5			
	6			
	8			
	8			
	10			
	10			
	15			
	11			
	11			
	13			
	13			
	13			
	15			
	17			
	17			
	17			
	13			
	19			
	21			
	22			

		Debits	Credits	Balance
		32	18	
		16	88	
		34	40	
		36	12	
		8	60	
		25	80	
		10	75	
		5	38	
		10	75	
		2	10	
		17	74	
		46	87	
		3	15	
		36	55	
		44	29	
		2	58	
		49	32	
		27	33	
		2	30	
		2	30	
		23	65	
		42	51	
		21	69	
		43	60	
		9	60	
		5	58	
		50	00	
		40	56	
		20	87	
		4	88	
		10	53	
		25	16	
		19	70	
		22	15	
		19	39	
		15	94	
		10	73	
		31	03	
		42	51	
		9	54	
		4	35	

Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 58

TERMS
30 days net. Fuel
Oil net 10th of Month
Following purchase

Walla Walla, Washington 5-1-24

Columbia Const. Co.
La Grande
Ore.

Your account is distributed as follows				
30 days	60 days	90 days	over 90 days	
	Balance as per last statement	Debits	Credits	Balance
22		32 18		
22		16 88		
23		34 40		
25		36 12		
25		8 60		
24		25 80		
8-24		10 75		
24		5 38		1441 18
28		10 75		
28		2 10		
28		17 74		
27		46 87		
30		3 15		
30		36 55		
9- 1		44 28		
1		2 58		
3		48 32		
4		27 33		
4		2 30		
4		2 30		
5		83 65		
6		42 51		
8		21 69		
8		43 60		
10		2 60		
10		5 58		
15		50 00		
11		40 56		
11		20 87		
12		4 88		
13		10 53		
13		25 16		
16		19 70		
17		22 15		
17		19 39		
17		15 94		
18		10 78		
20		31 03		
21		42 51		
22		9 54		
25		4 35		
29		42 51		

STATEMENT

STANDARD OIL COMPANY

Incorporated in California
Sales Department
Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 56

TERMS
30 days net. Fuel
Oil net 10th of Month
Following purchase

Walla Walla, Washington 5-1-24
Date

Columbia Const. Co.
La Grande
Ore

Your account is distributed as follows

30 days	60 days	90 days	over 90 days

		Debits	Credits	Balance
	Balance as per last statement			
10-2		18 70		
15		42 51		
16		12 08		
2-18-24			723 84	
		2165 02	723 84	1841 18

ENDORSED:
File No. 395
Filed May 3, 1924, SAM A. KOZER, Secretary of State

B.

PR #7-1

May 7, 1934.

Mr. J. A. Burleigh,
Enteppriae, Oregon.

Mr. L. E. Jordan,
Enterprise, Oregon.

Mr. J. P. Morelock,
Enterprise, Oregon.

Gentlemen:

Enclosed herewith please find copy of notice of claim which has been filed in the office of the Secretary of State by the Standard Oil Company of Walla Walla, Washington, it being a claim in amount $1,441.18 against the Columbia Construction Company, subcontractors under the Wallowa County Court in connection with their contract for the grading and surfacing of the Lostine-Enterprise Section of the La Grande-Joseph Highway.

This notice is being sent to you at the request of the Secretary of State as you appear as surety on the bond furnished by the Wallowa County Court in this instance.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM
Encl.

May 7, 1924.

Wallowa County Court,
Enterprise, Oregon.

PR #71

Gentlemen:

Enclosed herewith please find copy of notice of claim which has been filed in the office of the Secretary of State by the Standard Oil Company of Walla Walla, Washington, in amount $1,441.18 against yourselves as contractor for the grading and surfacing of the Lostine-Enterprise Section of the La Grande-Joseph Highway, it being a claim for materials and petroleum furnished to the Columbia Construction Company who it seems are subcontractors.

This notice is being mailed to you at the request of the Secretary of State.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Gleiseyer,
Chief Clerk.

HBG:LM

FORM B 85725 1M-6-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. M. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 71

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon.
April 1, 1924.

32 PB--
Siphon Pipe.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

With further reference to my communication of March 14th I am inclosing herewith force bill for installing 12" siphon pipe on the Lostine - Enterprise section of the La Grande - Wallowa Lake Highway in Wallowa county, contract #570, held by Wallowa County Court.

Very truly yours,

R. H. Baldock

Division Engineer.

RHB V
Incls.

FORM 6A 32554 10M-10-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. BOYAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR#71

OREGON STATE HIGHWAY COMMISSION

SALEM

32PB
F.A.O.#8

Union, Oregon.
March 26, 1924.

Mr.R.H.Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Herewith Extra Work Order # 8 covering construction of Siphon pipe at sta. 1423 # to gether with force account payrolls and bills.

I would reccomend that this force account be allowed inas much as the work was not found to be necessary until all other work of a similar class had been completed by the contractor and the contractors equipment had been moved from the work; this made it necessary for the contractor to assemble material and equipment as a separate job.

Very tryly yours,

Res. Engr.

FORM 8 53788 IM-8-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. ALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
March 14, 1924.

32 PR-
Re: Pipe.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Replying to your communication of the 11th with reference to letter of February 4th regarding quotation on 12" siphon pipe installed on the Lostine - Enterprise section of the La Grande - Wallowa Lake Highway.

I requested Mr. R. W. Kellogg, County Engineer of Wallowa County, to quote a price, and he stated he wished ~~he wished~~ this to go through as force account on account of the peculiar difficulties encountered in laying the pipe, and inasmuch as it was not an item in the original bid and was not contemplated it was done force account. However, I have never received detailed force account bill and am writing Mr. Kellogg again. As soon as I receive this bill will submit same so you can make final payment on the work.

Very truly yours,

R W Bredeck

Division Engineer.

FORM DA 28964 1000-10-25

WILLIAM DUBY, BAKER, CHAIRMAN
H. BRYAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

APR 4-71

OREGON STATE HIGHWAY COMMISSION

SALEM

Enterprise, Oregon.
January 28, 1924.

Mr.R.H.Baldock
Division Engineer
La Grande, Oregon.

Dear Sir:

Herwith extra work order number 7 on the Lostine Enterprise section La Grande - Wallowa Lake Highway, Contract #570, also force account payroll and bill.

This is the extra work bill taken up with you on your recent visit.

This bill is reccemended for payment by me for the following reason, the bridge across the Wallowa River together with the relief opening near were raised to afford more waterway, this after the abutments had been completed to the original plans and the fill had been partly constructed, the contractor had equipment installed and was constructing the fill from a borrow pit to the left of the line; as the contractor was ready to complete the fill approximately one month before the additional concrete in the abutments could be poured and set sufficiently to allow filling it was necessary to either hold the expensive equipment at the borrow pit delaying the surfacing or piling enough fill material adjacent to the bridge to make the fill and rehandling later, this was accordingly done, as this was due to no fault of the contractor I would reccomend that the extra work be allowed. The filing and rehandling.

Very truly yours,

Oscar Butler

Res. Engr.

-570-

PR-71

March 26, 1924.

Standard Oil Company of California,
Walla Walla, Washington.

Attention Mr. J. F. Cruden,
District Sales Mgr.

Gentlemen:

Receipt is acknowledged of your letter of the 24th inst. with further reference to your claim against the subcontractor for the construction of the Lostine-Enterprise Section of the La Grande-Joseph Highway.

In reply will say that this contract was awarded by the State Highway Commission to the Wallowa County Court, it being our contract No. 570 covering the grading and macadamizing of the Lostine-Enterprise Section. The surety on the bond furnished by the Wallowa County Court in this instance are the following persons: J. A. Burleigh, L. E. Jordan and J. P. Moreleck all of whom reside at Enterprise, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

Walla Walla Court
G & M. Lostine-Enterprise
Smith. J.A. Burleigh
L.E. Jordan
J.P. McCulloch

STANDARD OIL COMPANY

INCORPORATED IN CALIFORNIA

SALES DEPARTMENT

J.P. CRUDEN.
DISTRICT SALES MANAGER
H.W. McCALLUM
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH 2ND STREET
P.O. DRAWER 56

WALLA WALLA, WASHINGTON,
March 24, 1924

SUBJECT: Columbia Construction Co.,
La Grande, Oregon.

570

Oregon State Highway Commission,
Salem, Oregon.

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

Gentlemen: Att: Mr. Roy A. Klein, State Highway Engineer

We had some correspondence with you relative to a contract with the Johnson Contract Company on the Lostine-Enterprise section of the La Grande-Joseph Highway. We were under the impression at the time that the Johnson Contract Company was the original contractor. However, since we have been informed that this contract was made with the Wallowa County as original contractors, who sub-contracted to the Johnson Contract Company, and they in turn sub-let to the Columbia Construction Company.

We are still carrying a balance of $1441.18 on the account. If our information is correct to the effect that Wallowa County is the original contractor, we would appreciate it if you would please advise us the contract number and name of the bondsman. It appears that it will be necessary for us to file claim in order to get the matter adjusted and the account collected.

The County asked that we take the matter up with the bondsmen of the sub-contractor, but as we understand the legal phase of it, we would not be authorized to do so without making the original contractor a party to the proceedings, or rather we would have to file a claim, which could only be done against the original contractor and their bondsmen.

We would highly appreciate your prompt attention and any information you may be able to give us in connection with the matter.

Yours very truly,

STANDARD OIL COMPANY

By J. P. Cruden
District Sales Manager

ANSWERED H.B.O.

LAJ:CM

PR 71

March 24, 1926

County Court of Wallowa County,
Enterprise, Oregon.

Gentlemen:

Your request for an extension of time on contract No. 870 for the construction of the Lostine-Enterprise Section of the La Grande-Wallowa Lake Highway in your county, was considered at the meeting of the Commission on February 26th and the following action was taken:

"Wallowa County, contract No. 870, requested an extension of time to November 21, 1925 on the Lostine-Enterprise Section of the La Grande-Wallowa Lake Highway. The Engineer recommended that engineering charges subsequent to September 1, 1925 be charged to the contractor. Recommendation approved."

Very truly yours,

State Highway Engineer.

EM

FORM 5 5070B 10-2-24

WILLIAM DUBY, SALEM, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
March 17, 1924.

MAR 18 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In regard to statement made by Mr. W. Waste, a lawyer in Portland, to Mr. A. M. Clark, that in the settlement between Porter and Conley and McCall and Sheerin, on the Lostine - Enterprise job, a payment was made to the engineers, will refer you to the inclosed affidavit from Mr. Conley. Mr. Waste intimated there was dishonesty, and while I felt absolutely sure there was nothing wrong I investigated Porter and Conley's books and found this charge for engineering penalty which the State required Porter and Conley to pay. Evidently Porter and Conley required McCall and Sheerin, subcontractors, to bear this expense.

As to whether McCall and Sheering should bear this expense I believe is none of our concern, but I made the investigation to refute Mr. Waste's intimation that there was dishonesty in the engineering department. I would ask that you interview Mr. Sheering, whith whom you state you are acquainted, and find out whether he will check Mr. Conley's statement with regard to this matter. If for any reason he does not I would appreciate whatever investigation necessary in order to clear up this situation, as it reflects both on Mr. Bishop, in whom I have every confidence, and also myself.

In looking through Porter and Conley's books I found there was a direct payment made to J. N. Bishop and J. D. Walker for a total of about $180. The books showed it was paid direct to these men as witnesses in a suit by a subcontractor named Powell. Mr. Probert I believe attended this trial. At the time of this trial Mr. Bishop was working for the State and Mr. Walker was working for Wallowa county. The money paid to Mr. Bishop was for actual expenses, railroad fare, meals, lodging, etc., to and from Portland and while in Portland. It did not include wages during that period as he was carried on the State payroll. Mr. Walker in addition to his expenses included some time for himself as he was not paid by Wallowa county during this time.

- - A F F I D A V I T. - -

I W J Conley, being first duly sworn, do hereby depose and say that I am a member of the firm of Porter & Conley, contractors, who built the Wallowa Canyon-Lostine Section of the LaGrande - Joseph Highway in 1921 and that the sum of $ 257.91 (Two hundred and Fifty Seven Dollars and Ninety One Cents) was the only amount charged to McCall & Sheerin, (grading subcontractors on that work) account engineering expenses. This expense of $ 257.91 was incurred by the Engineering Department owing to thirteen days delay in completing the grading work, and the amount was deducted by the State Highway Commission from the final estimate.

- - A F F I D A V I T. - -

I W. J. Conley, being first duly sworn, do hereby depose and say that I am a member of the firm of Porter & Conley, contractors, who built the Wallowa Canyon-Lostine Section of the LaGrande - Joseph Highway in 1921 and that the sum of $ 257.91 (Two hundred and Fifty Seven Dollars and Ninety One Cents) was the only amount charged to McCall & Sheerin, (grading subcontractors on that work) account engineering expenses. This expense of $ 257.91 was incurred by the Engineering Department owing to thirteen days delay in completing the grading work, and the amount was deducted by the State Highway Commission from the final estimate.

Signed: W. J. Conley

SUBSCRIBED and sworn to before me this _____ day of March 1921.

_____
Notary Public for Oregon.

My commission expires.

#570-330B P.771

February 20, 1926

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

In reply to your letter of the 18th inst. regarding the extension of time on contract held bythe Wallowa County Court for the construction of the Lostine-Enterprise section, will say that we received the county court's request for this extension and also the consent of the surety. We have not, however, received your recommendation in connection with same. If you will kindly mail this to us our records will be complete.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

In Jud
Finish

FORM 5 21006 SM-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. S. VAN DUZER, PORTLAND
W. [illegible] MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
February 18, 1924.

32 PB-
Time Extension.

FEB 19 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention:
Mr. Glaisyer.

Dear Sir:

In regard to your communication of recent date relative to request for extension of time on the Lostine - Enterprise section of the La Grande - Wallowa Lake Highway in Wallowa county, advise that I received in the mail this date a copy of the request from the Wallowa County Court for this extension to November 21, 1924. If you have not received this request for extension of time please advise.

Very truly yours,

R V Babini

Division Engineer.

RVB V

ATTENTION
H. B. O.

#57-320-05-1 PP-71

Oregon State Highway Commission

La Grande, Oregon,
February 11, 1924.

Wallowa County Court,

Enterprise, Oregon.

32 PB
Time Extension.

Dear Sirs:

This is to advise that your time limit for beginning completing the Lostine - Enterprise section was overrun seventeen days. In order to complete our records please make a request for extension of time to cover the seventeen days in question, or up to the twenty-first of November, 1923. This request to be accompanied by the consent of your surety.

Very truly yours,

W. H. Bullock

Division Engineer.

RECEIVED
FEB 12 1924

MHB Y

cc H. B. Glaisyer.

cc Oscar Cutler.

FORM 6 81958 5M-7-22

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. M. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR #71

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
January 5, 1923.

32 PB
Final Estimate.

JAN. 7 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

NOTED
R.A.K.

Attention Mr. Probert.

Dear Sir:

I am inclosing herewith final estimate on the Lostine - Enterprise section of the La Grande - Wallowa Lake Highway in Wallowa county, contract held by Wallowa County Court. Data pertaining to this job is being sent under separate cover by express this date.

Oscar Cutler, Resident Engineer on this work, has given a full explanation of all the force orders and the reason for the overrun. This overrun, according to my figures, is about 5.5 per cent when the engineering penalty is subtracted, in view of the fact that he did not add the ten per cent for contingencies to the preliminary estimate.

In this connection will say that I am quite sure that I will not have a job in this division next season that will overrun more than a small per cent as I am giving the matter of preliminary estimates a very thorough investigation. Of course I am not trying to estimate out of reason because that would be as bad as having the jobs overrun as it would give the contractors misleading information and cause claims, and am only trying to estimate preliminaries as close as possible. Furthermore, it is, I believe, preferable to go one per cent over than one per cent under because over-estimating would not only incur claims from the contractors, but may cause extravagance on the part of the reisdent engineer.

FORM 8 81956 SM-7-33

WILLIAM DUBY, BAKER, CHAIRMAN
H. S. VAN DUZER, PORTLAND
W. F. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

As to the engineering penalty, the minutes of the Commission stated, on recommendation of the engineer, the time limit was extended to September first, 1923, without engineering penalty. This I believe gave the contractors ample time to compensate for adverse weather conditions in the spring, and I feel sure that failure to complete by this date was the result of their failure to prosecute the work with due dilligence, and in accordance with the terms of the contract they should be penalized for the extra engineering expense.

I would recommend that release of all but three per cent be made pending final check in the Salem office.

Very truly yours,

R H Baldock

Division Engineer.

RHB V

Incls.

FORM 8A 22856 5M-9-32

WILLIAM DUBY, BAKER, CHAIRMAN
H. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

32PB Extra Work.

Enterprise, Oregon.
December 17, 1932.

Mr. B. W. Baldock,
Division Engineer,
La Grande, Oregon.

JAN 7 1933

Dear Sir:

Herewith are extra work bills as submitted by Wallowa County Court on the Hosting Enterprise section La Grande - Wallowa Lake Highway as per there contract No.570. This letter is intended as a letter of transmittal and in explanation of the various Extra Work Order numbers.

Order No.1 covers work perfprmed in moving and rebuilding the O.W.R.R. fence at Encroachment No.1 sta. 1294 to 1320, as provided in the special provisions of the contract.

Order No.2, covers the work in connection with the installation of a siphon pipe at sta. 1294 on the original line No.1; the original plans at this point called for the installation of a 36 inch culvert pipe, owing to the grade control at this point this was impractical and 36 ft. of corrugated siphon pipe owened by the State Highway Dept. and which was at Joseph was installed the Extra Work Order covering the hauling and installation of the pipe.

Order No.3, covers the construction of irrigation flumes across borrow pits from box culverts and from culvert pipes which carry irrigation water.

Order No.4, covers the construction of 32 panels of standard snow fence near the West City Limits of Enterprise. In my opinion this could have been constructed cheaper by State forces, at the time the snow fence was constructed there were no state forces available for this work.

Order No.5, covers the rebuilding of subgrade and the removal of slides which occured during the heavy rains in June and October, and several washouts which were caused by cloud bursts; at the time the original order was made up the grade settlement and slides were small, but heavy grade settlement occured and also several slides after the order was made up, and the work was included in the original order.

Sheet No.2

STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Extra Work

Sheet No. continued.

Order No. , covers the construction of special ditches to take care of irrigation water which was flooding the subgrade, and which was caused by changes in channels during road bed construction, the grading work had been completed when the irrigation season commenced, therefore the construction of these ditches were not found to be necessary [illegible] the grading of order way.

I [illegible] Extra Work bills herewith submitted Wallowa County has submitted a bill for backfilling at the Wallowa River Bridge, due to extra work necessary by delays caused when bridge was raised; and a bill from the Columbia Construction Co. for extra work performed to eliminate the placing of cushion; these last two bills I am not approving and am holding them in my office to be taken up on the ground on your next visit. I [illegible] in [illegible] these bills in the final estimate.

Very truly yours,

Ilsear Cutler

Res. Engr.

December 17,1923.

CONSTRUCTION REPORT.

Lostine - Enterprise - Section, La Grande - Wallowa Lake Highway, Wallowa County, Oregon., Job 32 PE, Contract No.570, Federal Aid Project No.71; Wallowa County Court, Contractors.

The Lostine - Enterprise - Section of the La Grande - Wallowa Lake Highway, the last section on this highway from La Grande to Joseph, was placed under contract for construction.

The section begins at a point approximately 2½ miles South easterly from Lostine and extends a distance of 7.84 miles to the intersection of North and Holmes Streets in the City of Enterprise.

A contract for grading and surfacing was awarded to Wallowa County Court on July 26th,1922; the County Court of Wallowa County sublet the grading as follows,sta. 1284 to 1320 to the Johnson Contract Co.,who performed the grading work on this part,; the grading from sta. 1276 to 1284 and from 1320 to 1691 the terminus of the section was sublet to W.Wrenn who performed the actual grading from sta. 1320 to 1339 and from sta. 1357 to 1392;the grading from sta. 1276 to 1284 was sublet by Mr.Wrenn to J.Williamson and from 1339 to 1357 to O.Ward,and from sta. 1392 to 1691 to George Shevar.

The surfacing was sublet by Wallowa County Court to the Johnson Contract Co.,who in turn sublet to the Columbia Construction Co.,who performed the actual construction.

The grading was not commenced until Sept. 18 th,1922,at which time George Shevar commenced grading at sta. 1452 and worked toward Enterprise. Shevar continued construction thruout the winter from sta. 1392 to 1691,completeing the grading on this part July 11th, 1923. From sta. 1276 to 1284 the grading was done during October and November,1922 as was also from sta. 1339 to 1357; from 1357 to 1392 and 1320 to 1339 the grading was performed during March,April and May,1923.

From sta. 1284 to 1320 the grading consisted of moving two heavy points of rock and was on an encroachment on the right of way of the Oregon - Washington Railroad;construction work on this encroachment was delayed until February 12th,1923 owing to the fact that the right of way was not secured from the railroad until this time;this part of the work was completed August 10th,1923.

The surfacing subcontractor completed erecting the crushing plant about May 20 th,but due to the fact that grading had not been completed sta. 1443 to 1459 and also to the fact that heavy rains occured in May and June surfacing work was not commenced until June 28th.; from this time until Sept.10th fair progress was made,but

from Sept.10th until the work was completed the rate of progress was slow;the surfacing was completed Oct.31,1923,and the ditches clearing up right of way etc.completeing the job on Nov.17,1923.

The time limit on the section was June 30th 1923,and an extension of time was granted until August 15th,1923,without engineering penalty.

In the balance of the report,I, am taking up the quantities and cost of the work with the reasons therefore; Referring to the quantity summary it will be seen that the grading quantities overrun 17,684 cu.yds.,this also increasing the overhaul approximately 50,000 sta. yds.,with an approximate increase in cost of $3500.00; the overruns in excavation are accounted for as follows;overbreak shows approximately 100 cu.yd. common,700 cu.yd. intermediate and 1800 cu.yd of solid rock,also an increase of approximately 300 cu.yd. exc. at siphons which were not estimated on the plans, also sta. 1435 to 1450 an increase of 3500 cu.yds of which 1443 cu.yds were solid rock(this solid Rock had been classified as intermeadiate in the location) caused by raising the Wallowa River Bridge and construction of a bridge at sta. 1447 + 21;the balance of the overrun in excavation quantities was caused by extra width on curves and by the fact that the location was made while the ground was frozen and in deep snow;the location levels and construction levels showing a variation at certain points,too have made corrections in grades for this would have meant a choppy broken grade line rather than the uniform grade line obtained by using the grades established when the location was made.

An increase of approximately $600.00 in the cost of culvert installation was caused by the fact that the depth of snow when the location was made caused a number of culverts to be overlooked that were found to be required.

An increase of 31 cu.yds. concrete approximately $300.00 was caused by the construction of siphon wells for siphons that were found to be necessary,and in the construction of pedestals for a small bridge at sta.1347 + 21, the location plans called for a standard cattle pass at this point, which it was not practical to construct owing to the swampy nature of the ground.

Net 1 reinforcement was practically as estimated.

An increase of 60 cu.yd. in rip rap quantities was caused by the placing of rip rap at the toe of slope sta. 1559 to 1563 + 65 to prevent the slope from encroaching on the O.W.R.R.right of way.

Lumber and timber was reduced from 15M to 6.776 M,by eliminating the cattle pass at sta. 1557,this resulted in a saving of approximately $452.50;however as there had been a cattle pass at this pont the County Court of Wallowa County,paid the land owner $400.00 in lieu of the cattle pass and requesting the Highway Dept. to reimburse them for one half the amount or $200.00.

Dry rubble headwalls were reduced in quantity from 90 cu.yd. to 64.35 cu.yd. this was effected by not constructing headwalls

or several culverts where the run off was not rapid, this effected a saving of 108.75.

The quantities of broken stone surfacing were reduced from 17,000 cu.yd. to 14,824 cu.yd., this was effected by reducing the quantities in the base course on sections of grade where the subgrade was of and intermediate or solid rock classification, this made a saving of $5440.00.

Maintenance material quantities were practically as estimated.

Filler and cushion was estimated at 2000 cu.yd. and it was found necessary to increase this amount to 4917 cu.yd. in order to properly bind the surfacing, this resulted in an increase of $1458.50.

24 inch concrete siphon pipe, 30 inch concrete siphon pipe and 12 inch corrugated siphon pipe increased the cost $991.60; the siphons required were overlooked in making up the original estimate.

Filler haul was not included in the estimate; as suitable filler could only be found at two points, namely sta. 1452 and 1621 this resulted in an increase of $2137.50.

Extra work required in changing railroad fences at encroachment No.1, irrigation flumes across borrow pits, snow fence construction and slides, grade settlement and washouts etc. resulted in an increase of $1493.47.

Work performed by State equipment and State forces in sprinkling surfacing during construction, building a retaining wall to prevent slides at sta, 1309 to 1312, also the lining with masonry of an irrigation ditch at encroachment No.1 to protect the highway and railroad from being flooded, caused an increase of $2341.18.

Engineering costs due to the fact that the surfacing contractors plant and trucks could not handle the output required to make a reasonable showing after Sept. 10th, show an overrun of $723.09 above the engineering allowance of 5%. I have reccomended that the contractors pay all engineering charges after August 15th, 1923, as I believe the work could have been completed by this date. The amount recommended by me to be paid by the contractor amounts to $955.85 as shown by my records.

The total overrun in cost of construction is $9160.02 or an overrun of 8%.

The writer of this report has heard considerable favorable comment on this section since the work was completed and believes that the excellence of the work will be borne out by inspection. And wishes to state that the contractors endeavored to do a first class job.

Very respectfully submitted,

Oscar Luther

Res. Engr.

FORM S 31066 SH-7-43

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. [illegible]-ONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

PRL 71

La Grande, Oregon,
November 26, 1923.

32 PB

NOTED
R.A.K.

NOTED
RAK

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am inclosing a picture taken at Encroachment #1, Lostine - Enterprise section, showing guard fence construction adjacent to railroad track. In conformity with agreement with the railroad company we installed a heavy 6 x 8 hub rail. As to the character of the construction the picture speaks for itself.

Very truly yours,

C W Baedeck

Division Engineer.

RHB V

Ge
instructi

complete, including

ill be the last report submitted

Signed Oscar Cutler

Title Dist. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39—22292—6M—8-23

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date November 24 1923, 192

Week from 11/19 to 11/24

Job Name Lostine-Enterprise Grading & Surfacing

Mail Address Enterprise, Oregon

Highway La Grande-Wallowa Lake

Telegraph or Telephone Address

County Wallowa Job Prefix 32PD

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The work on this section is now complete, including the final records and estimate, and this will be the last report submitted for this section.

DEC 10 1923

Signed Oscar Cutler

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39—22292—6M—8-28

GRADING CONSTRUCTION

Total miles of grading on project 7.84

Miles completed 7.84

Miles completed except finishing 0

Miles covered by contractor's forces 7.84

Miles cross-sectioned 7.84

Miles cross-sections completed and checked 7.84

Miles to be remeasured 0

Number men in Engineering Party 2

Contractor's average force for week 0 men,

..... teams, ... steam shovels

Grading work will be completed about complete

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 7.84

Miles completed 7.84

Miles partially done 0

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week 0 men,

..... teams, ... trucks

Percentage of total required yardage now in place 100

Surfacing will be completed about complete

Number men in Engineering Party 0

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 32PB ..... Percentage 75

Other jobs 32DB ..... Percentage 20

Other jobs 32NB-25-321 ..... Percentage 5

Other jobs ..... Percentage .....

Form No. 39—12292—6M—8-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR 71

Date November 17, 1923, 192

Week from 11/11 to 11/17

Job Name Iostine-Enterprise Grading & Surfacing

Highway La Grande-Wallowa Lake

County Wallowa Job Prefix 32PB

Mail Address Enterprise, Oregon.

Telegraph or Telephone Address

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor completed cleaning ditches and completed the siphon at sta. 1324 also cleaned up the roadway leaving things in good condition, this completes the job, the same being completed Saturday the 17th.

Signed [signature]

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

...SHEDULY OFFICIAL

GRADING CONSTRUCTION

Total miles of grading on project 7.84

Miles completed 7.84

Miles completed except finishing 0

Miles covered by contractor's forces 7.84

Miles cross-sectioned 7.84

Miles cross-sections completed and checked 7.84

Miles to be remeasured 0

Number men in Engineering Party 0

Contractor's average force for week 4 men,

1 teams, steam shovels

Grading work will be completed about complete

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 7.84

Miles completed 7.84

Miles partially done 0

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week 0 men,

teams, trucks

Percentage of total required yardage now in place 100

Surfacing will be completed about complete

Number men in Engineering Party 0

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 30 PB Percentage 30

Other jobs 32DD Percentage 70

Other jobs Percentage

Other jobs Percentage

PROBATE COURT

NOTED
R. A. K.

October 11, 1923.

Mr. R. E. Kellogg,
County Engineer,
Enterprise, Oregon.

PR #71

Dear Sir:

Receipt is acknowledged of your letter of October 4th, in which you state that the County Court desires that the payment of the county's cooperation in connection with the grading and surfacing of the Lostine-Enterprise Section be handled by our retaining $25,000.00 from the amounts due the County as contractor upon this project.

To handle this matter, we ask that the County Court assign to the State Highway Commission the $12,922.30 due them under the recently issued voucher covering payment for work done between August 10th and September 10th. For this purpose one of our standard assignment blanks has been prepared and is enclosed. Please have this assignment executed and returned to us as soon as convenient.

A similar method will be used in connection with future vouchers up to a total amount of $25,000.00, but in those instances the assignment blank will be prepared and attached to the voucher forms when they go out to you for signature.

The arrangement outlined above will be entirely agreeable to the State Highway Commission, and we trust that it will be satisfactory to the County Court.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

SHP:TW

...URT
...IN, JUDGE

COUNTY COURT TERMS
FIRST WEDNESDAY EACH MONTH
EDGAR MARVIN, CHAIRMAN
ERNEST F. JOHNSON, COMMISSIONER
F. D. McCULLY, COMMISSIONER

CIRCUIT COURT TERMS
SECOND MONDAY OF MAY AND NOVEMBER
HON. J. W. KNOWLES, JUDGE
W. S. BURLEIGH, DISTRICT ATTORNEY

Wallowa County
Oregon

COUNTY OFFICIALS

J. P. TOBIN, CLERK
F. D. RINEHART, SHERIFF
ELLA T. CLAYTON, TREASURER
JOHN McDONALD, ASSESSOR
J. C. CONLEY, SCHOOL SUPERINTENDENT
R. N. KELLOGG, SURVEYOR

Enterprise, Oregon

RECEIVED OCT 6 1923

Oct. 4, 1923.

S. H. Probert, Office Eng.,
State Highway Dept.,
Salem, Oregon.

Dear Sir,-

Your letter of Sept. 19th, relative to the payment of $ 25,000.00 by the County of Wallowa has been given to me to answer.

The Court has been unable to make arrangements to obtain sufficient funds at this time to make the full $ 25,000.00 payment but are willing to make this arrangement if satisfactory to the State Highway Commission.

The Court will wave the payment of the sum $ 12,922.30, on monthly estimate due for work between Aug 10 and Sept. 10, in lieu of a payment on the ~~$x25~~, $ 25,000.00, and will wave payment of future estimates until the $ 25,000.00 is paid.

Kindly advise at once whether this arrangement will be satisfactory and how you wish us to handle the vouchers for credit to Wallowa County.

Respectfully yours,

R. N. Kellogg.

County Engineer,
Wallowa County.

ANSWERED
S. H. Probert

OREGON STATE HIGHWAY COMMISSION

La Grande, Oregon.
October 1, 1923.

RECEIVED
OCT 2 1923
STATE HIGHWAY COMMISSION

60971

Mr. R. H. Kellogg,
County Engineer,
Enterprise, Oregon.

Dear Sir:

This is to advise you that the time limit on your contract No. 570 for grading and surfacing the Lostine-Enterprise section of the La Grande-Wallowa Lake Highway expired on August 15th. Please make immediate application for sufficient extension of time as you deem necessary to complete the work, accompanying same by the consent of your sureties and send to this office.

Yours very truly,

R. H. Baldock,
Division Engineer.

RHB H
CC to R. A. Klein
CC to Omar Cutler

FORM 8A 21000 2M-8-23

WILLIAM DUBY, Baker, Chairman
H. B. VAN DUZER, Portland
W. H. MALONE, Corvallis
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
July 18, 1923.

92 B
Time Limits.

JUL 20 1923
STATE HIGHWAY COMMISSION

92-2

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Glaisyer.

Dear Sir:

Replying to your communication of July 12th re expiration of time limits, advise that application for extention of time on contract No. 570, held by Wallowa County Court, was presented at the last meeting of the Commission and I believe acted upon. Would appreciate your investigation.

With reference to contracts 580 and 663, advise that final estimates are in your office for both these projects.

In regard to contract 560, held by Carlson and Nyberg, you state time limit expired on June 15th. My copy of the contract states that the time limit expires on October 31st. Would appreciate your investigation and advise in regard to this contract.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V

#588 - Feldmann / Turk - Grand Section
Time limit on contract was April 30-1923.
Estimate shows that work was actually
completed on May 31-1923

#560 - Feldmann Piano - Tio. Ala Section
Paving + Surfacing - Contract calls
for grading to be finished October 31-1922
and the Surfacing October 31-1923
Extension was granted on the grading to
June 15-1923

#663 - Endorsement at bottom of invoice reads
"Please say - that this Commission
owes nothing and was paid on a Commercial
Voucher.

#570 - Applications were forwarded at
last meeting by Jones Eng. and held by
Mayor Lein as it was impossible to tell what
the stations really were.

July 12, 1923.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

132

Dear Sir:

We are handing you herewith a list of contracts of which the time limit has expired or will expire on July 31, 1923.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

JHoF.

June 19th, 1923.

Mr. R. M. Kellogg, County Engineer,
Enterprise, Oregon.

File
PR #71

Dear Sir:

Your letter of May 21st, requesting cooperation by the State in connection with the $400 paid by Wallowa County to a Mr. Laird for release from the obligation of reconstructing a cattle pass adjacent to Mr. Laird's property on the Lostine-Enterprise Section, has been forwarded to this office with Mr. Baldock's recommendation that cooperation be granted.

In accordance therewith, we are today entering this expenditure of $400 as a part of the cooperative cost of the grading and surfacing of the Lostine-Enterprise Section, crediting the whole of this expenditure to Wallowa County.

You will note that the effect of this is to increase the total county cooperation in this project by $200 and to credit Wallowa County with the payment of $400 thereon. This is equivalent to a reduction of $200 in the cash amount to be paid by Wallowa County.

We are enclosing herewith, a copy of Credit Memorandum covering this transaction.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

HHP:AP

CC Mr. R. H. Baldock, Div. Engr.,
La Grande, Oregon.

COPY

March 21, 1923.

Oregon State Highway Commission,

Salem, Oregon.

We, the undersigned, contractors on Contract No. 570 with the Oregon State Highway Commission for grading and surfacing the Lostine-Enterprise section of the La Grande-Joseph Highway in Wallowa County, hereby agree to the following changes in specifications for sizes of broken stone surfacing materials to be furnished on the above work.

The specifications as given in our contract provides that the sizes of the materials shall be as follows:

"Materials for the base course shall be crusher run broken stone with a maximum size of one and one-half (1½) inches as determined by a one and one-half (1½) inch circular opening."

"Materials for the top course shall be crusher run broken stone with a maximum size of one (1) inch as determined by a one (1) inch circular opening."

"The materials for each course shall be well graded from coarse to fine."

We propose to furnish materials according to the following specifications:

Sizes of Materials:

Base course materials shall all pass a screen having one and one-half (1½) circular openings. It shall contain not more than fifty (50) per cent of material passing a three-quarter (3/4) inch circular opening, nor more than twenty-five (25) per cent of material passing a one-quarter (1/4) inch square opening. It need not contain any material passing a three-quarter (3/4) inch circular opening, but it shall be well graded from the maximum one and one-half (1½) inch size to its minimum size of three-quarter (3/4) inch or below.

Top course materials shall all pass a screen having three-quarter (3/4) inch circular openings, and shall contain not to exceed thirty-five (35) per cent of material passing a one-quarter (1/4) inch square opening. It shall be well graded from the maximum three-quarter (3/4) inch size to dust.

The base course materials shall be laid at least four thousand (4000) feet in advance of the top course materials.

The top course materials shall be laid in two (2) courses, of such thicknesses as the engineer may direct.

Maintenance materials shall conform in every respect to the specifications given for top course materials.

It is understood and agreed that if additional filler should be required by reason of this change in specifications no claim for extra costs or loss of anticipated profits shall be made by reason of such changes in quantities of filler used.

We hereby agree to furnish materials according to the above specifications in consideration of the rights and benefits received by us by reason of such change at the price bid in our contract No. 570 for furnishing broken stone surfacing materials and broken stone maintenance materials.

It is also understood and agreed that the foregoing specifications supplant all conflicting specifications, as given in our contract No. 570, otherwise all general and special provisions in our contract No. 570 hold in full force and effect.

(Signed) WALLOWA COUNTY COURT,

(Sd) Edgar Marvin
Commissioner.

(Sd) F. D. McCully
Commissioner.

(Sd) Giles Ploss
Commissioner.

Attest:

_____
County Clerk.

The Columbia Construction Company, By Roscoe Neal, sub-contractors on the above contract for furnishing broken stone materials, agree to the above changes in the special provisions, and accept all its terms and provisions.

COLUMBIA CONSTRUCTION CO.

By (Sd) Roscoe Neal
Gen. Agr.

OREGON STATE HIGHWAY COMMISSION

By Roy A. Klein
State Highway Engineer

COPY

FIDELITY & DEPOSIT COMPANY OF MARYLAND

By H. T. HANSEN, surety for the Columbia Construction Company, on the above contract for furnishing broken stone materials, agree to the above changes in the special provisions, and accept all its terms and provisions.

FIDELITY & DEPOSIT COMPANY OF MARYLAND

SEAL

By H. T. Hansen
Attorney in fact.

The Johnson Contract Company, and the Royal Indemnity Company,
By E. T. Johnson for the Johnson Contract Co., and
By _____ for the Royal Indemnity Co., as sub-contractors and surety, on the above contract for furnishing broken stone materials, agree to the above changes in the special provisions, and accept all its terms and provisions.

The Johnson Contract Co.

By E. T. Johnson, Prest.

Royal Indemnity Co.

SEAL

By C. A. Tomassens
Attorney in fact.

PR 71

March 8, 1923

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Referring to your letter of March 3rd to Mr. Devers relative to copies of contract with the Union Pacific, encroachment No. 1 on the Lostine-Enterprise Section, beg to advise that we do not have in our files copies of the document referred to. It is possible that the same are still in the hands of the railroad company and it is our opinion that this is a matter which should be taken up directly with them.

Very truly yours,

Secretary.

RAK:LH

cc. J. M. Devers, Office.

PROBATE COURT
HON. EDGAR MARVIN, JUDGE

COUNTY COURT TERMS
FIRST WEDNESDAY EACH MONTH
EDGAR MARVIN, CHAIRMAN
ERNEST F. JOHNSON, COMMISSIONER
F. D. McCULLY, COMMISSIONER

CIRCUIT COURT TERMS
SECOND MONDAY OF MAY AND NOVEMBER
HON. J. W. KNOWLES, JUDGE
W. S. BURLEIGH, DISTRICT ATTORNEY

Wallowa County
Oregon

COUNTY OFFICIALS

J. P. TOBIN, CLERK
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ELLA T. CLAYTON, TREASURER
JOHN McDONALD, ASSESSOR
J. C. CONLEY, SCHOOL SUPERINTENDENT
R. N. KELLOGG, SURVEYOR

RECEIVED
FEB 15 1923
OREGON
STATE HIGHWAY COMMISSION

Enterprise, Oregon

February 12th, 1923.

Mr. Roy A. Klein,
Secretary State Highway Commission,
Salem, Oregon.

Dear Sir:-

In accordance with an order of the County Court, I am enclosing herewith, Warrant No. 42170 drawn on the General Fund in the sum of $6574.02, balance to complete the initial payment of $10,000.00 on the Lostine-Enterprise Section, as requested in your letter of the 2nd.

Yours truly,
J.P.Tobin, County Clerk.

By R. Evans, Deputy.

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 71

La Grande, Oregon,
December 23, 1922.

32 PB-
Encroachment No. 1.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

Herewith copy of telegram to Mr. Murray and copy of his reply in regard to encroachment No. 1 on the Lostine - Enterprise section. I will keep following this up and close the matter as soon as possible.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

Incls.

RECEIVED
DEC 25 1922

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	X

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1206A

Receiver's No.
Check
Time Filed

PR 71

Send the following message, subject to the terms on back hereof, which are hereby agreed to

La Grande, Oregon,
December 18, 1922.

COPY 1

S Murray,
Assistant Chief Engineer OWR&N Co.,
Portland, Oregon.

Contractors Lostine Enterprise section request action encroachment number one stop They have been holding station men engaged on other work now completed stop Unless they are allowed to proceed immediately they may lose men and work will probably cost more and contractors may demand adjustment stop Would appreciate your action relative to expediting permission to enter this encroachment.

R. H. BALDOCK

By

Assistant Engineer.

OCK:LM

December 18, 1928

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We have your letter of December 12th enclosing a letter from Mr. Kellogg relative to encroachment No. 1, Joseph branch.

Please recall our conversation with Messrs. Murray and Roberts of the O. W. R. R. & N. in which it was thought that this matter could be arranged forthwith.

Should there be further delays please advise Mr. Murray by telegraph also keeping this office in touch with the developments.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

December 13, 1922.

RECEIVED
DEC 14 1922
STATE HIGHWAY COMM.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 71, (Lostine-Enterprise section of the La Grande-Joseph Highway), have been executed. Enclosed herewith is an original copy each of the agreement and certificates for your files.

Yours very truly,
C. H. PURCELL, District Engineer,

By L. J. McKesson
Acting

Form P. R. 2

State Oregon

Project No. 71

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

RECEIVED
SEP 11 1922
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
SEP 12 1922
DEPARTMENT OF AGRICULTURE
OFFICE OF PUBLIC ROADS
AND RURAL ENGINEERING

DEC 23 1922

WASHINGTON
GOVERNMENT PRINTING OFFICE
1922

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of October, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," and by Act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes":

Whereas the Highway Department of said State submitted on the 20th day of May, 1922, a project statement, which was approved by the Secretary on the 27th day of June, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 26th day of June 1922, and approved by the Secretary on the 25th day of Nov, 1922; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of seventy-four thousand, three hundred seventeen and 58/100

dollars ($ 74,317.58) as the share of the United States payable under said act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State from sale of Bonds authorized by legislature under Chapter 175, Laws of 1917, and Chapter 51, Laws of 1920 (Include amount, date, and citation of act of legislature by which authorized.)

*(b) By the count..... ..... of ..... (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department.)

*(c) By the count..... of ..... (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

*(d) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. This agreement covers the following road as described in detail in said surveys, plans, and specifications:

Between survey station 1276+87.5, a point 1½ miles southeast of Lostine and survey station 1693+57.7 a point in Enterprise, terminal points, a distance of 7.09 miles, known locally as the Lostine-Enterprise section of the LaGrande-Enterprise Highway, Wallowa County,

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary. STRICKEN OUT

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that new structures at survey stations 1447 and 1557 not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or his authorized agents, and without Federal Aid.

(d) The Highway Department hereby agrees that it will initiate, or cause to be initiated, such action as may be necessary to secure the installation of safe guards at the railroad grade crossings within the project adequate for the protection of grade crossings of that class.

(e) Payment of the United States' pro rata share of the cost of this project, over and above $59,271.47, shall be made from the appropriation of $50,000,000 authorized to be made for the fiscal year 1923 by the Postoffice Appropriation Act of June 19, 1922, (Pub. No. 344, 67th Cong.), but such payment shall not be made until the appropriation so authorized to be made shall actually have been made by Congress.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed

(*a*) the said sum of seventy-four thousand, three hundred seventeen and 59/100

dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673

per cent of one hundred twenty-one thousand/ five hundred fifty-nine and 62/100

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....
the State Treasurer, Salem, Oregon,
.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(State or county.) (Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $ 24,454.69 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to [illegible] the one-quarter

In no event shall payment or payments made by the United [illegible] per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the .....
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department.)

*(b) By the .....
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute authorizing funds and probable amount annually available.)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

*(Strike out if not appropriate.)

STRICKEN OUT

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 25th day of November, 1922.

STATE HIGHWAY COMMISSION OF OREGON
(Official Title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat.. 212).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1276+87.5, a point 1½ miles southeast of Lostine and survey station 1382+87.7 a point in Enterprise, locally known as the Lostine-Enterprise section of the Lafrande-Enterprise Highway, Wallowa County, and designated in the records of this Department as Project No. 71, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $121,000.00 as the total estimated cost of said project, and the sum of $[illegible] as the share of the United States, payable under said acts on account of such project, which does not exceed [illegible] per cent of said total estimated cost.

Done in the District of Columbia, this 25th day of November one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE

Form No. PR. 3

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1276+87.5, a point 1½ miles southeast of Lostine and survey station 1389+87.7 a point in Enterprise, locally known as the Lostine-Enterprise section of the LaGrande-Enterprise Highway, Wallowa County, and designated in the records of this Department as Project No. 71, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 151,[illegible].62 as the total estimated cost of said project, and the sum of $ 76,[illegible].58 as the share of the United States, payable under said acts on account of such project, which does not exceed [illegible] per cent of said total estimated cost.

Done in the District of Columbia, this 25th day of November one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley

Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE

8—432

FORM 2A SH-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
December 14, 1922.

32 PB-
Encroachment #1.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley,

Dear Sir:

Herewith correspondence relative to encroachment on the Joseph Branch, Lostine - Enterprise section, as requested in your letter of December 12th.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

Incls.

DEC 15 1922

December 12, 1922

Mr. H. Murray,
Assistant Chief Engineer,
Union Pacific System,
Montgomery Ward Bldg.,
27th and Vaughn Streets,
Portland, Oregon.

Dear Sir:

Your favor of December 8th, file 74-24 C, in reference to encroachment No. 1, Joseph Branch, is noted.

As discussed with your Mr. Robbins in telephone conversation from La Grande on Thursday last, we are reluctant to undertake track changes at this season of the year and also find upon completion of detailed survey that there would be no saving to the state in construction costs by shifting the track as previously requested. We, therefore, request consideration of our original proposition which has the approval of your management. This proposition involves no shifting of railroad tracks and is based on the margin of the encroachment being 15 feet distant from the center line of the railroad tracks and conforms to the standard previously adopted for highway encroachments along branch lines of railroads. Your office is in possession of maps illustrating this encroachment.

We note your desire to withhold granting encroachment No. 1 until after the Public Service Commission hearing of encroachment No. 2. Our Legal Department has petitioned for this hearing and your Mr. W. A. Robbins has furnished us a copy of his answer on behalf of the railroad company. This under date of October 20th.

In conversation with the Secretary of the Public Service Commission we are informed that the Commission have no open date before December 18th and that due to the pressure of other business it is possible that a hearing date cannot be set until after the first of the year.

This places us in a bad situation inasmuch as we have contractors who have been waiting for a considerable length of time to go to work on this encroachment and we are fearful of the necessity of making adjustments with the contractors should this work be further delayed. It is requested

therefore that encroachment No. 1 be granted forthwith without prejudice to any conditions that might pertain due to its relation with encroachment No. 2.

Should you not consider it practicable to draft agreements on this basis then we request advance permission to commence work pending formal agreement.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Assistant Engineer.

CCK:ZH

cc. J. H. Devers, Office.
cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

FORM 5A 5M-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
December 12, 1922.

32 PB-
Encroachment #1.

RECEIVED
DEC 13 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

Herewith letter from R. N. Kellogg, County Engineer of Wallowa county, with regard to encroachment #1. I would appreciate your advice in regard to this matter in order that I may notify the Wallowa County Court.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V

Dncl.

December 18, 1922

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Attached hereto is a copy of a letter received from Mr. Murray relative to encroachment No. 1, Joseph Branch.

Copy of our reply is being sent you.

Please return portions of our files in connection with with this matter as mentioned in your letter of November 19th.

Very truly yours,

Assistant Engineer.

CCK:LH
1 Encl.

Form 3010

STANDARD
8-20-3060

UNION PACIFIC SYSTEM

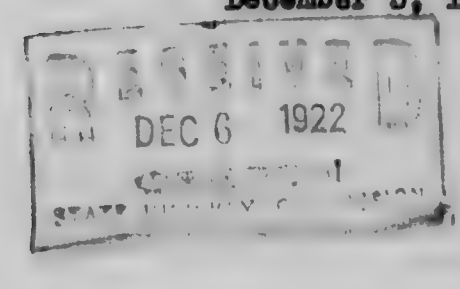
File 74-140

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Montgomery Ward Bldg.
27th and Vaughn St.
PORTLAND, OREGON

S. MURRAY,
ASSISTANT CHIEF ENGINEER

December 5, 1922.



Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

ATTENTION: Mr. C.C. Kelley

Dear Sir:

I have your letter of November 28th submitting plans of proposed highway encroachment No. 1 and change in track alignment Joseph Branch.

I note, however, that the nearest edge of the encroachment line is shown fifteen feet from the center line of proposed track whereas, our management has agreed to recommend a plan with 17-1/2 feet from center line of track to the nearest edge of encroachment. Reference your letter August 16th and my reply September 18th.

In this situation I suggest that tracings of the map and cross section be changed to conform to a minimum distance of 17-1/2 feet leaving the location of the respective center lines as shown, and send me two complete sets after the change has been made. If you desire 2-1/2 feet additional roadbed it can be made wider on the up hill side of the highway center line than on the lower side and in this event cross section sheet should be changed to conform thereto.

In this connection I call your attention to the last paragraph of my letter September 16th, the second paragraph of your letter October 17th and

My letter November 7th in regard to hearing before the Public Service Commission. For your information will state that I have not received a copy of your petition and we are of the opinion the order of the Commission should first be made before the agreement is drafted.

Please advise.

Yours truly,

S. Murray

CC Mr. W. Bollons, LaGrande
CC Mr. E. A. Klippel, Portland
CC Mr. A. C. Spencer, Portland.

FORM 8 10-19-22

R. A. BOOTH, CHAIRMAN
J. E. YEON, PORTLAND
W. B. BARRETT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
December 1, 1922.

32 PB-
Encroachment #1.

RECEIVED
DEC 4 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attenti n Mr. Kelley.

Dear Sir:

Herewith data for encroachment #1 on the Lostine - Enterprise sectionof the La Grande Joseph Highway in Wallowa county, in accordance with your letter of November 28th.

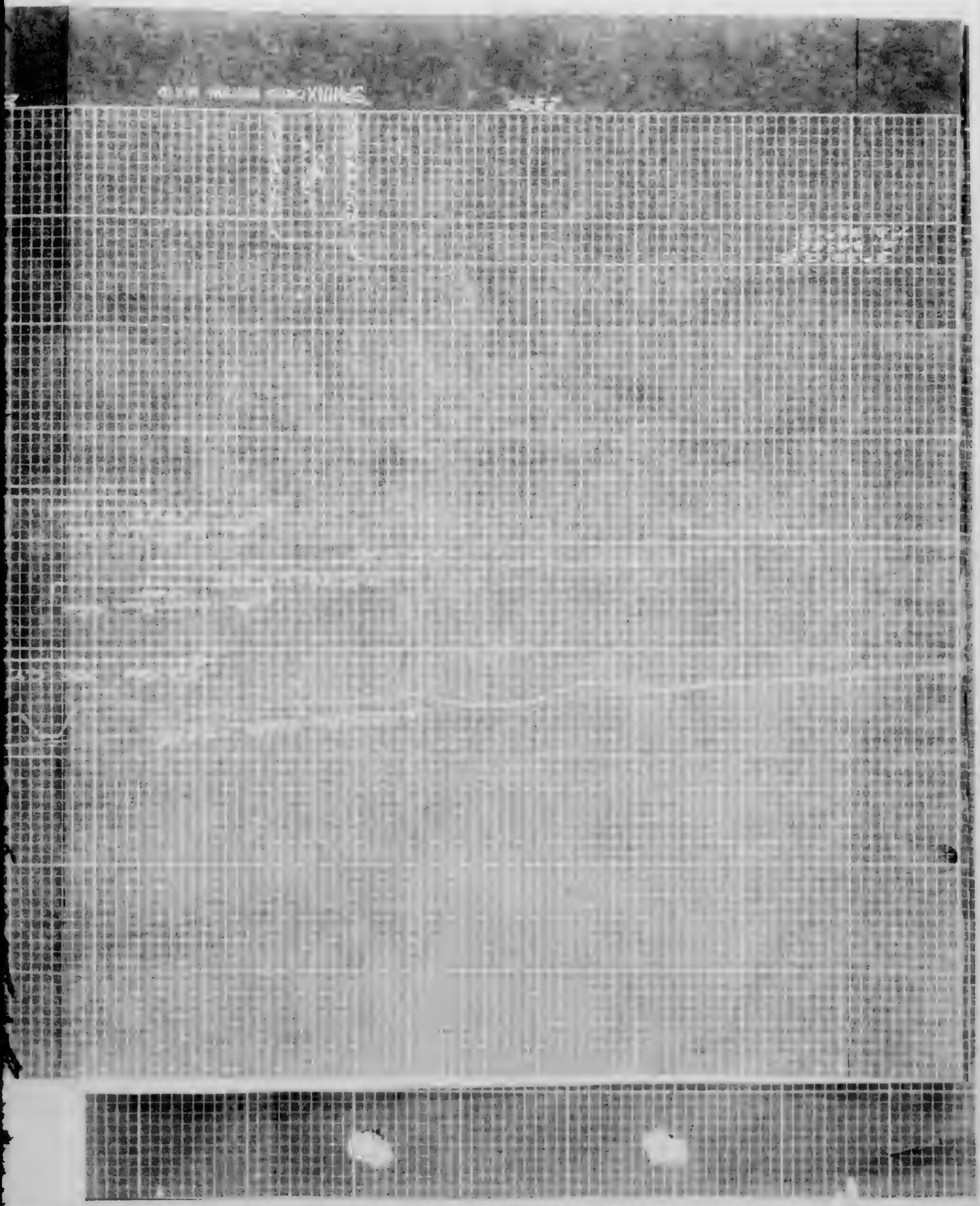
Very truly yours,

R H Baldock
Division Engineer.

RHB V

Incl.

sent in envelope



2601+44.5 P.O.T. = 2601+41.4 B.C. } EQUATION

T. 2
Δ 1°48'

2602+31.1 C.C.

2602+60.0 P.O.C. Propd. Track = 2602+60.0 C.C. Present Track } END OF TRACK CHANGE

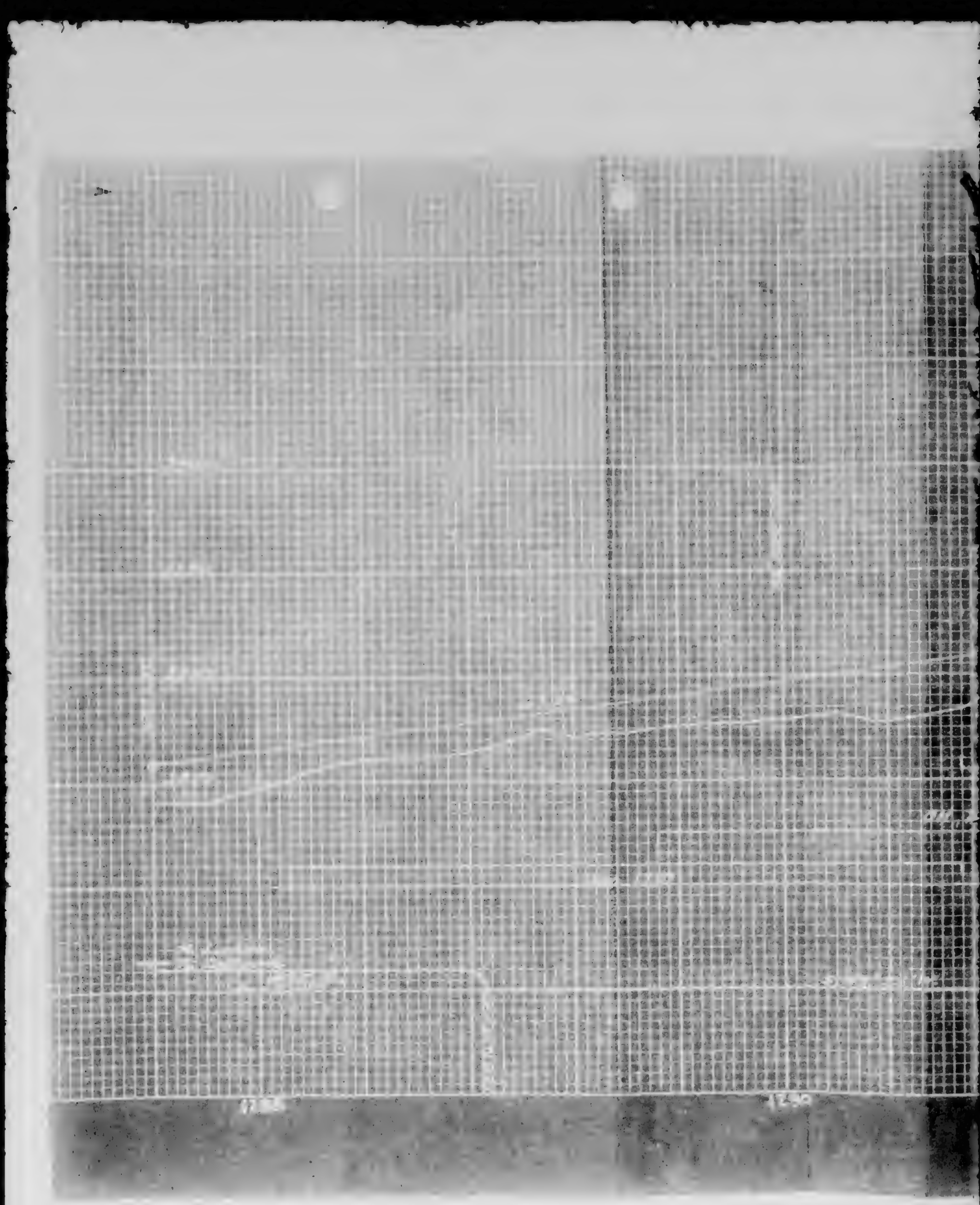
4°C. 2°48'
T. A. 33.4
L. 66.8

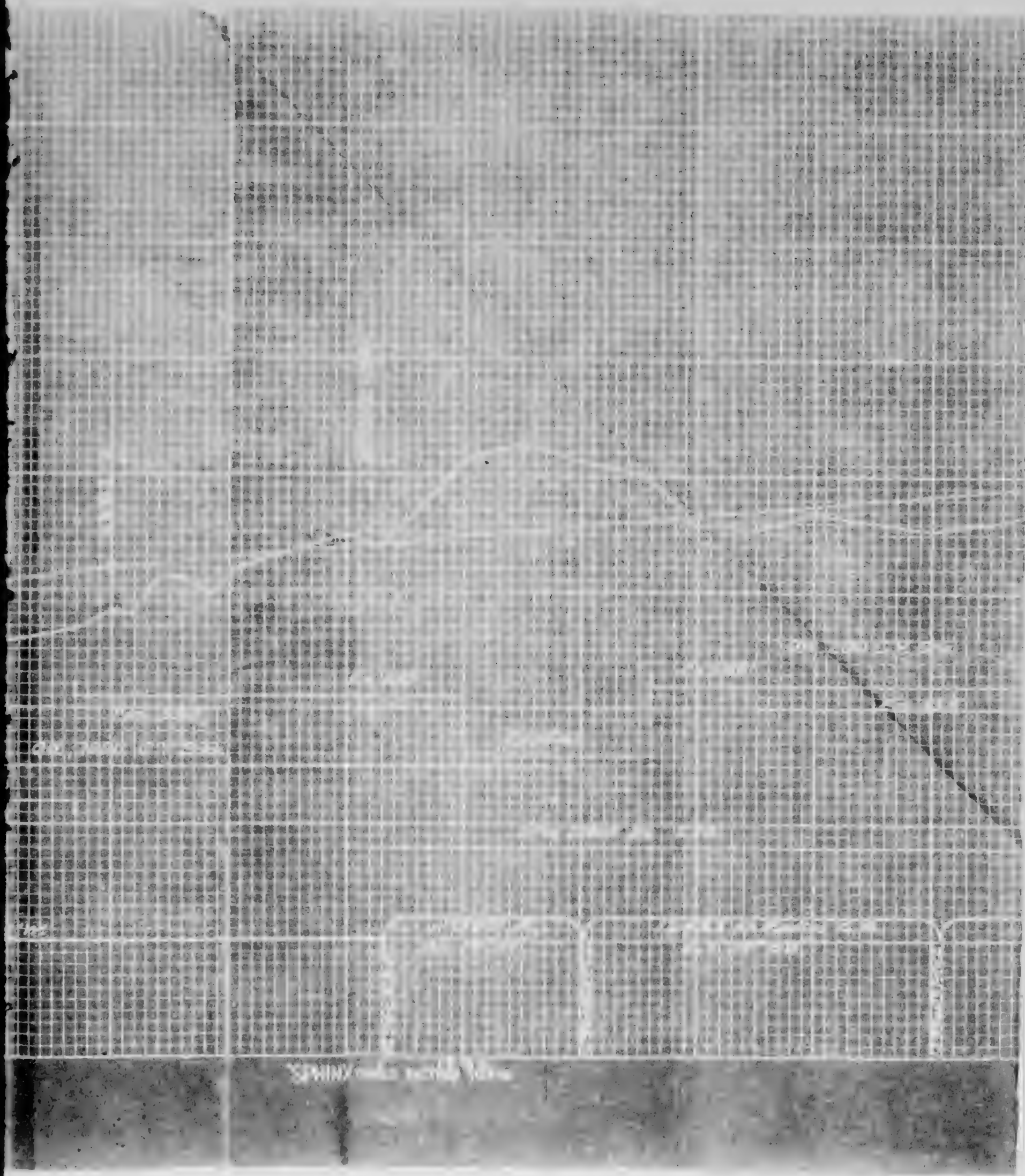
Present Track

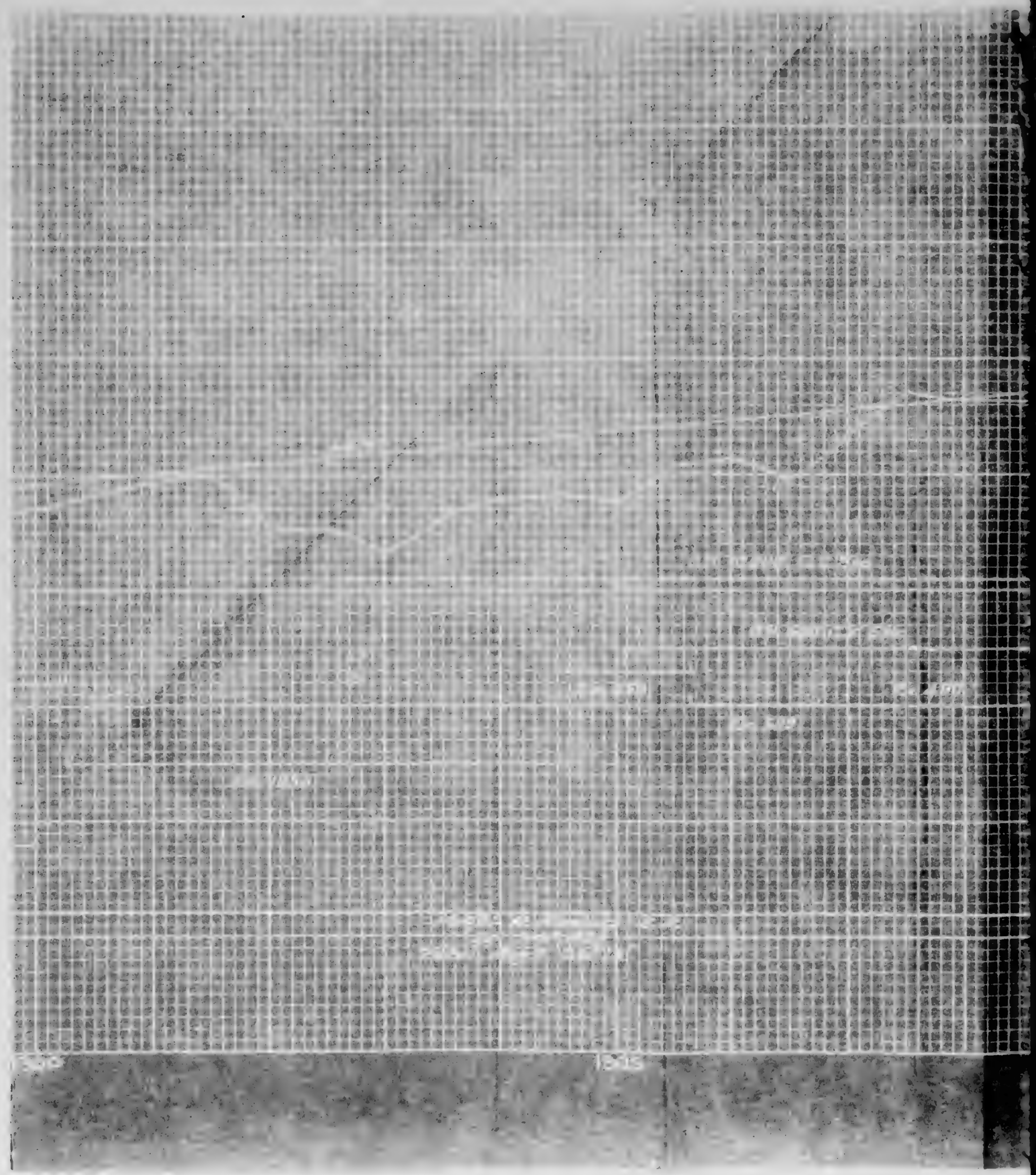
Proposed Track

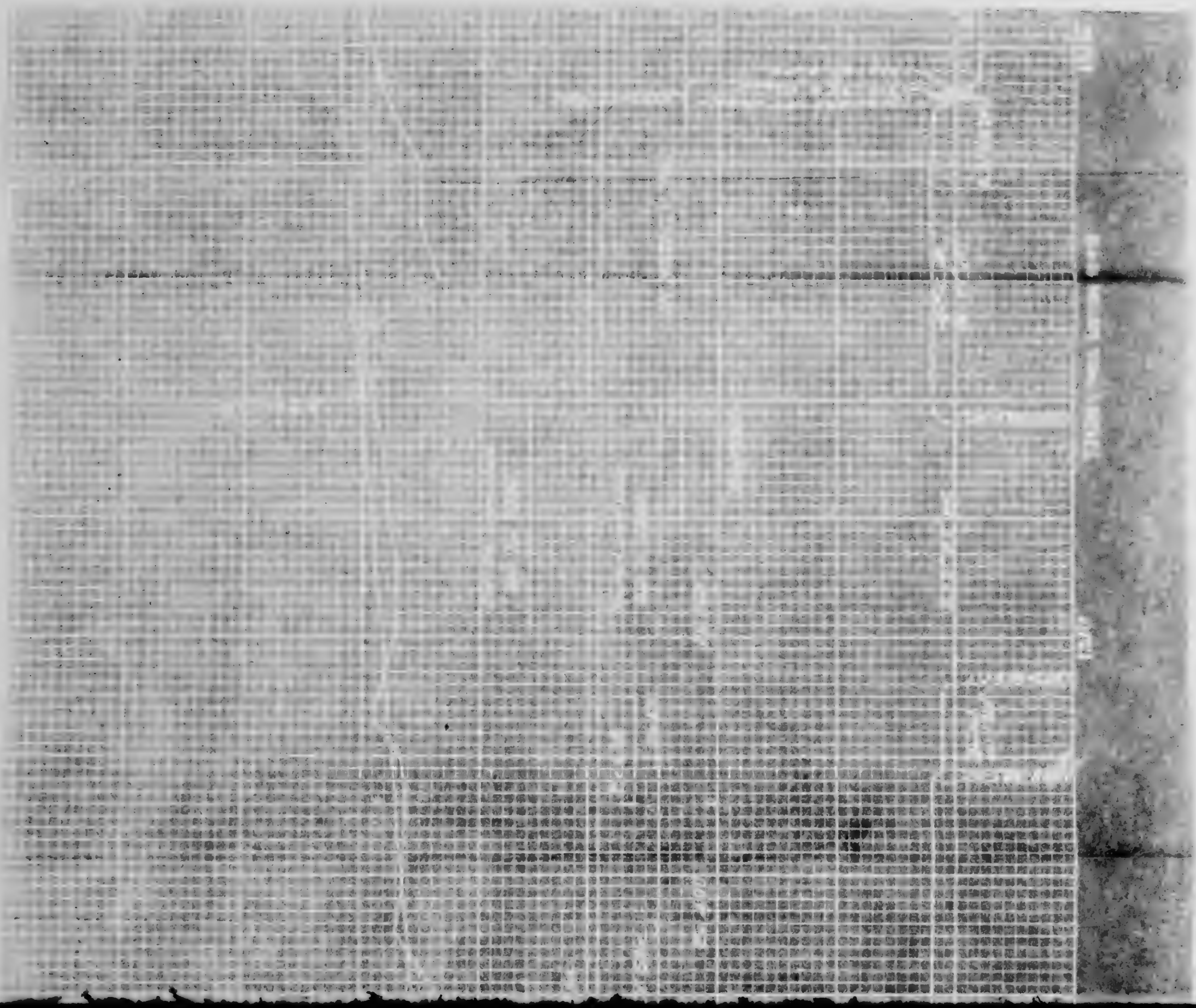
2605

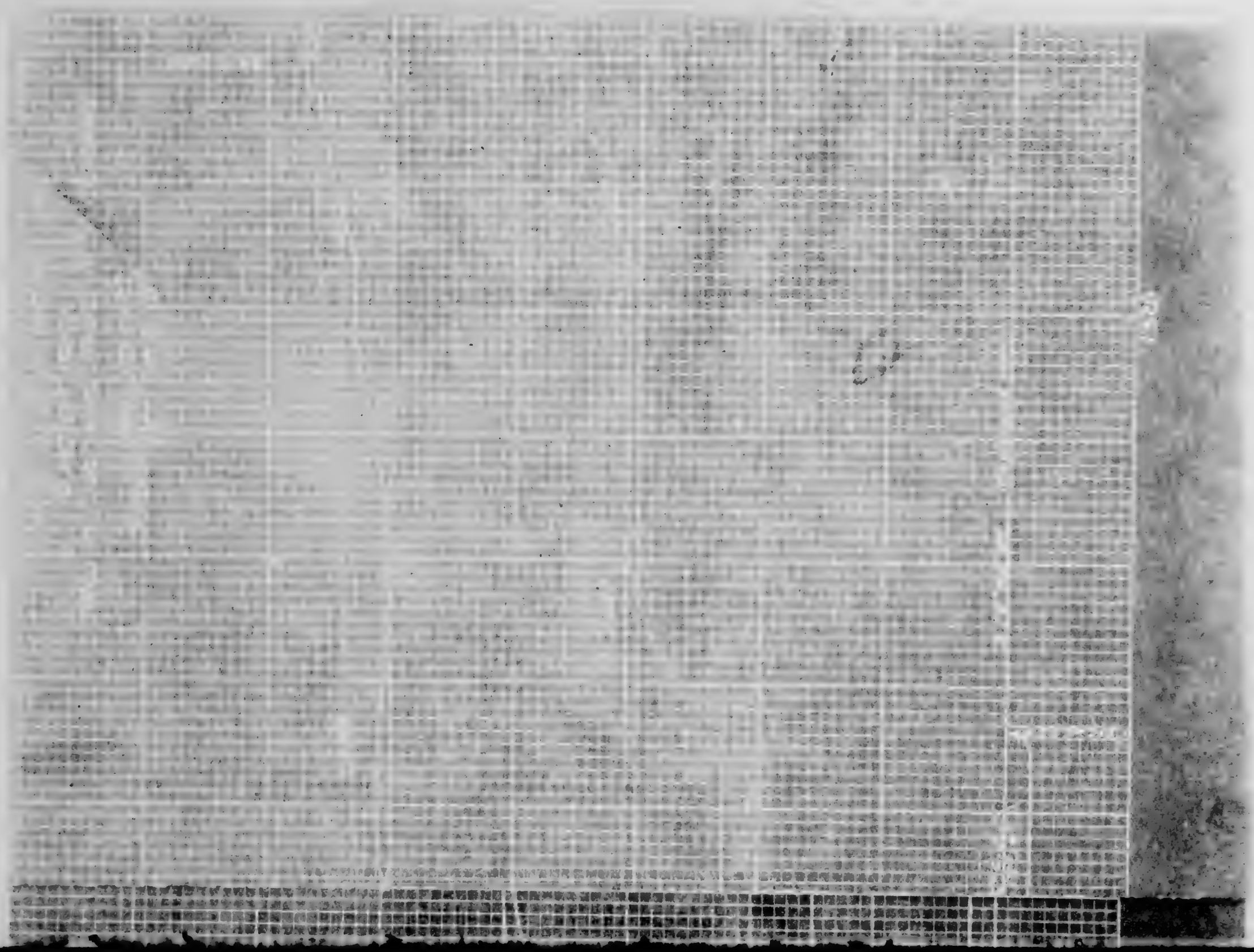
STATION

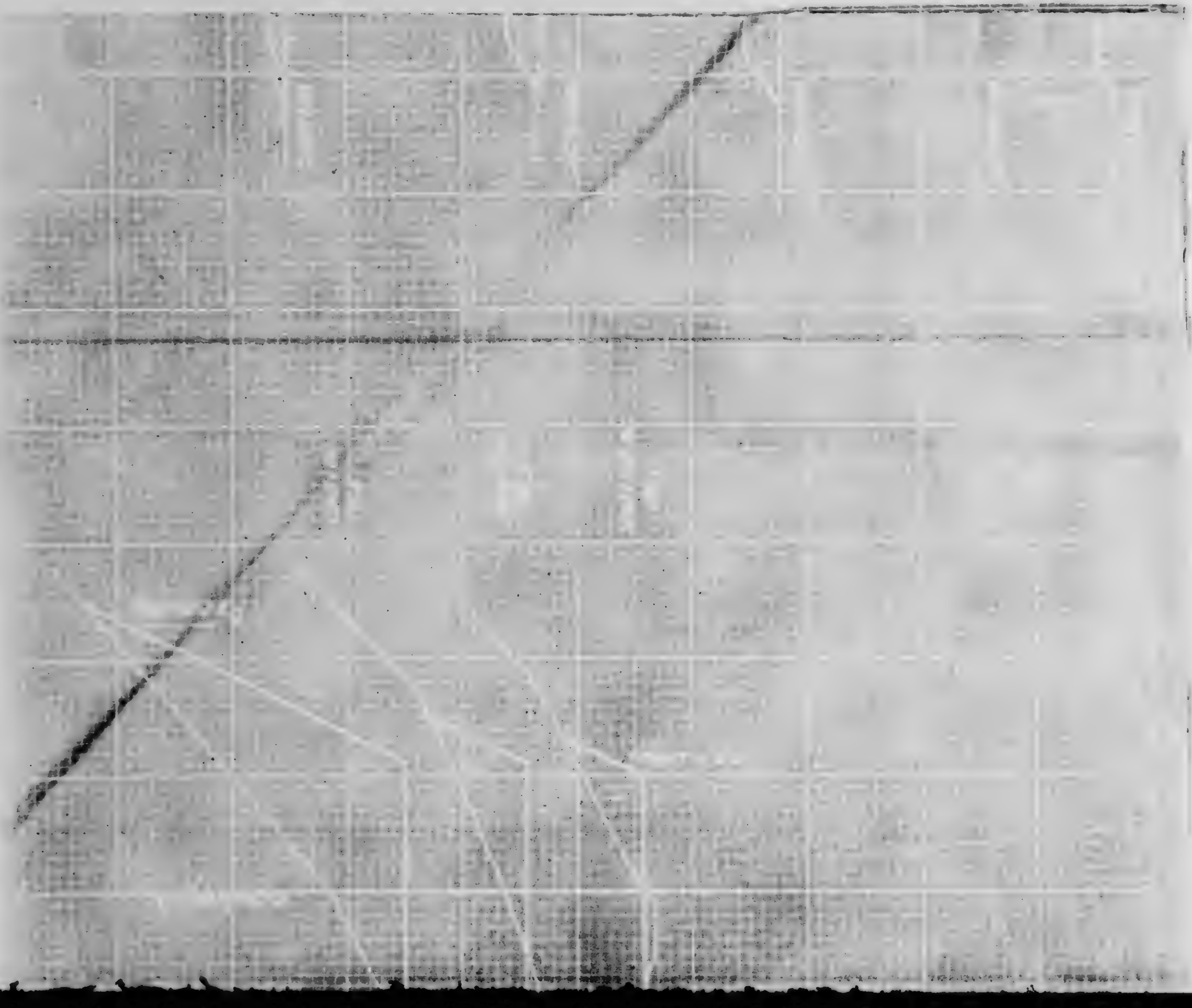


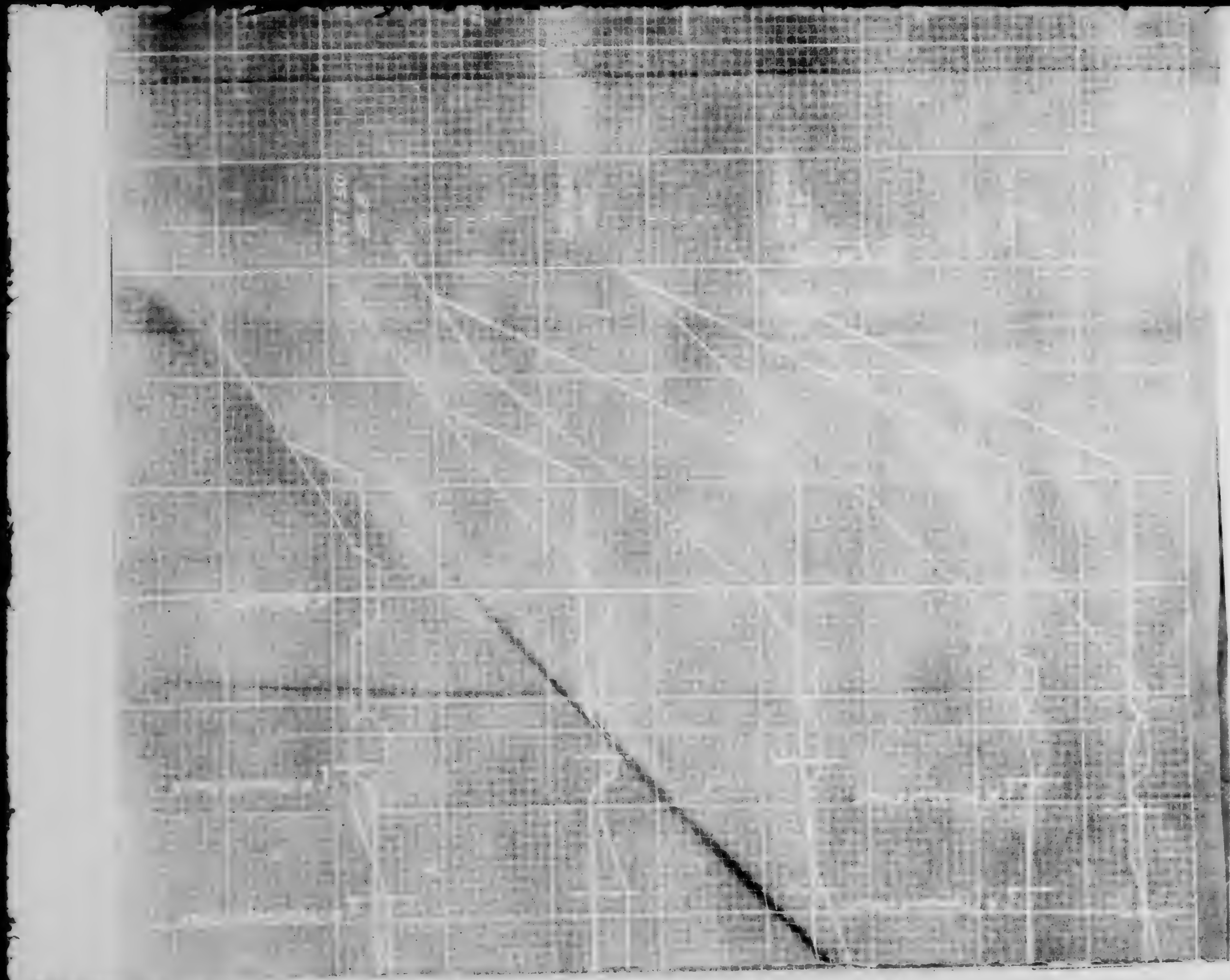


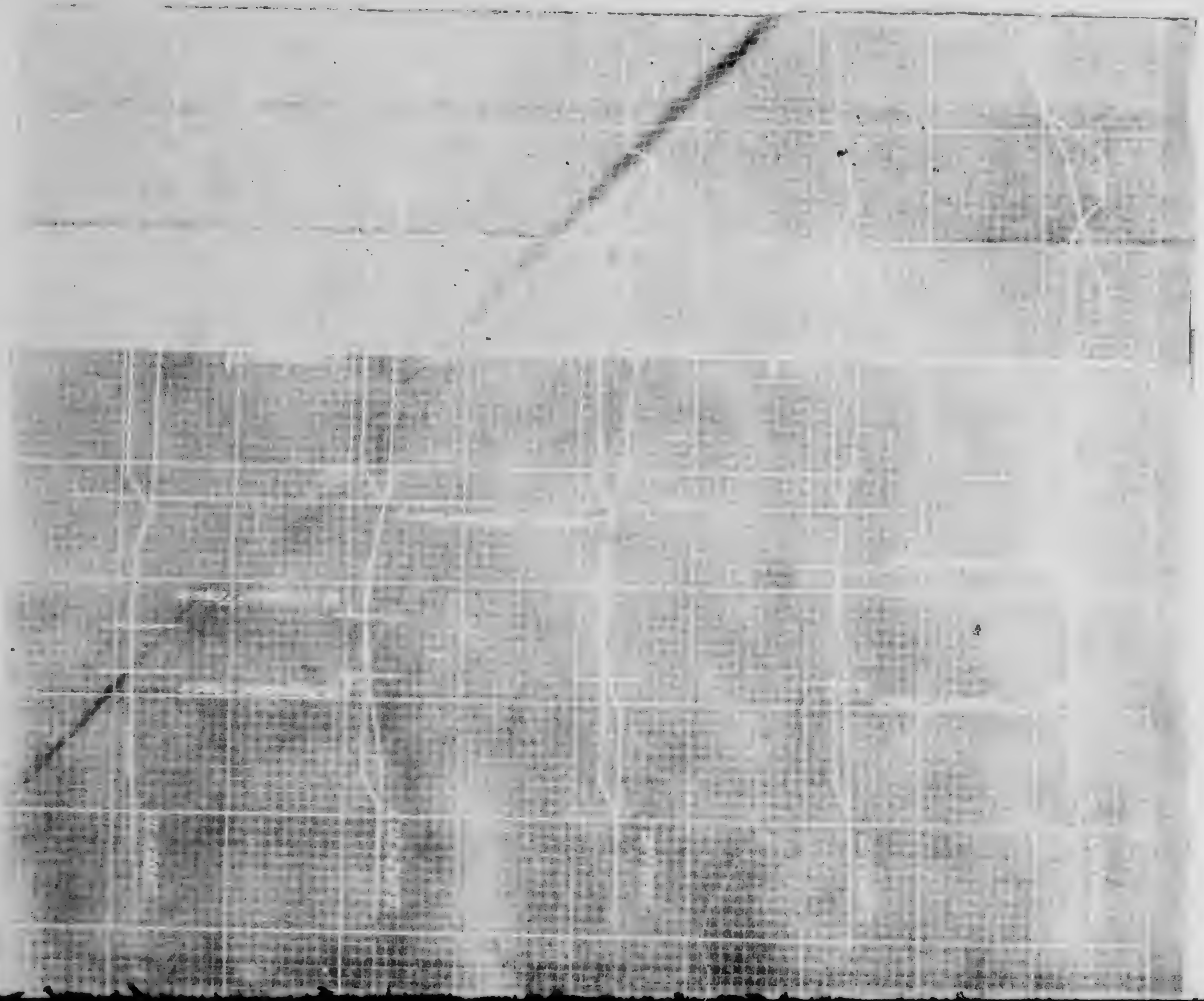


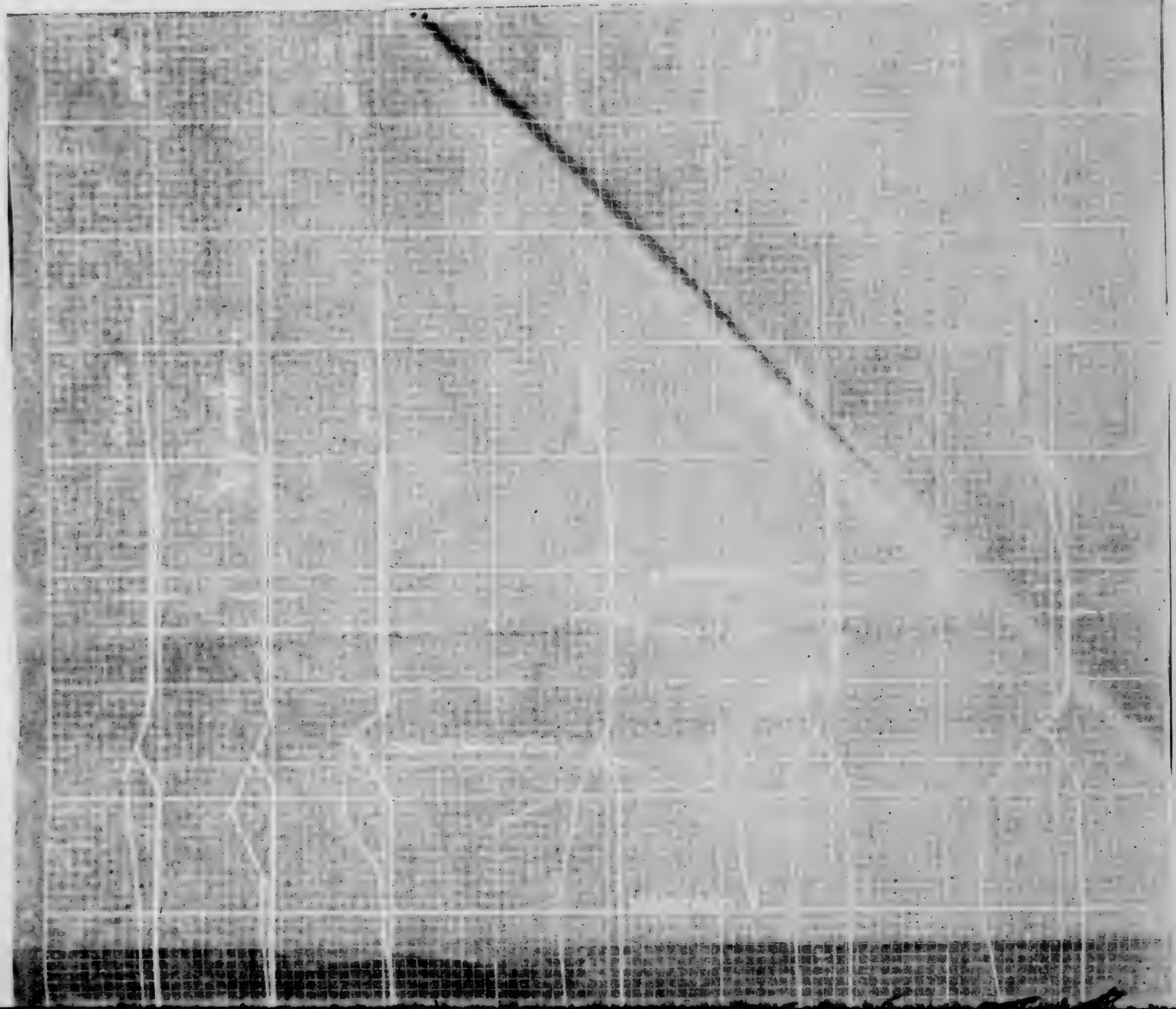


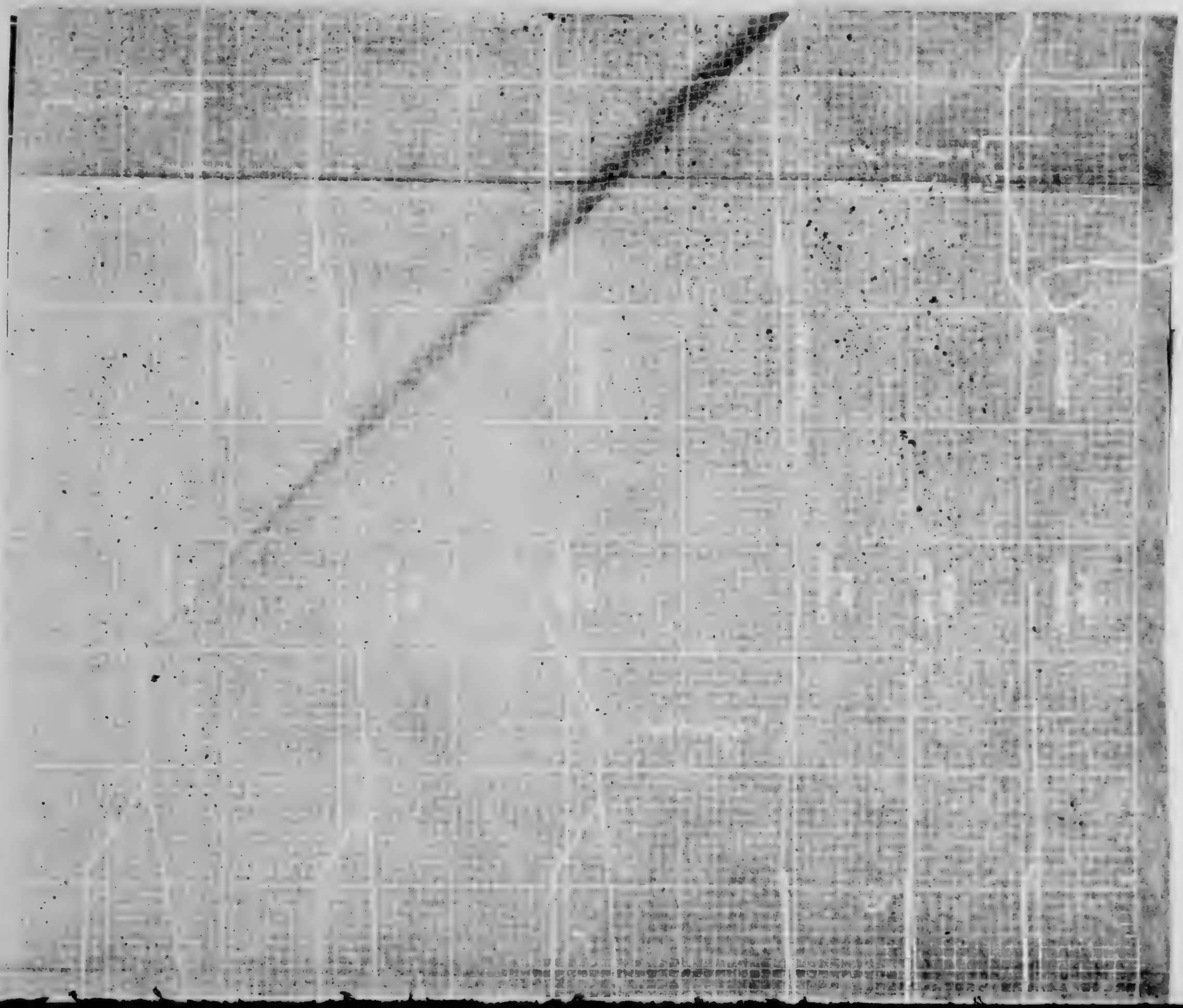


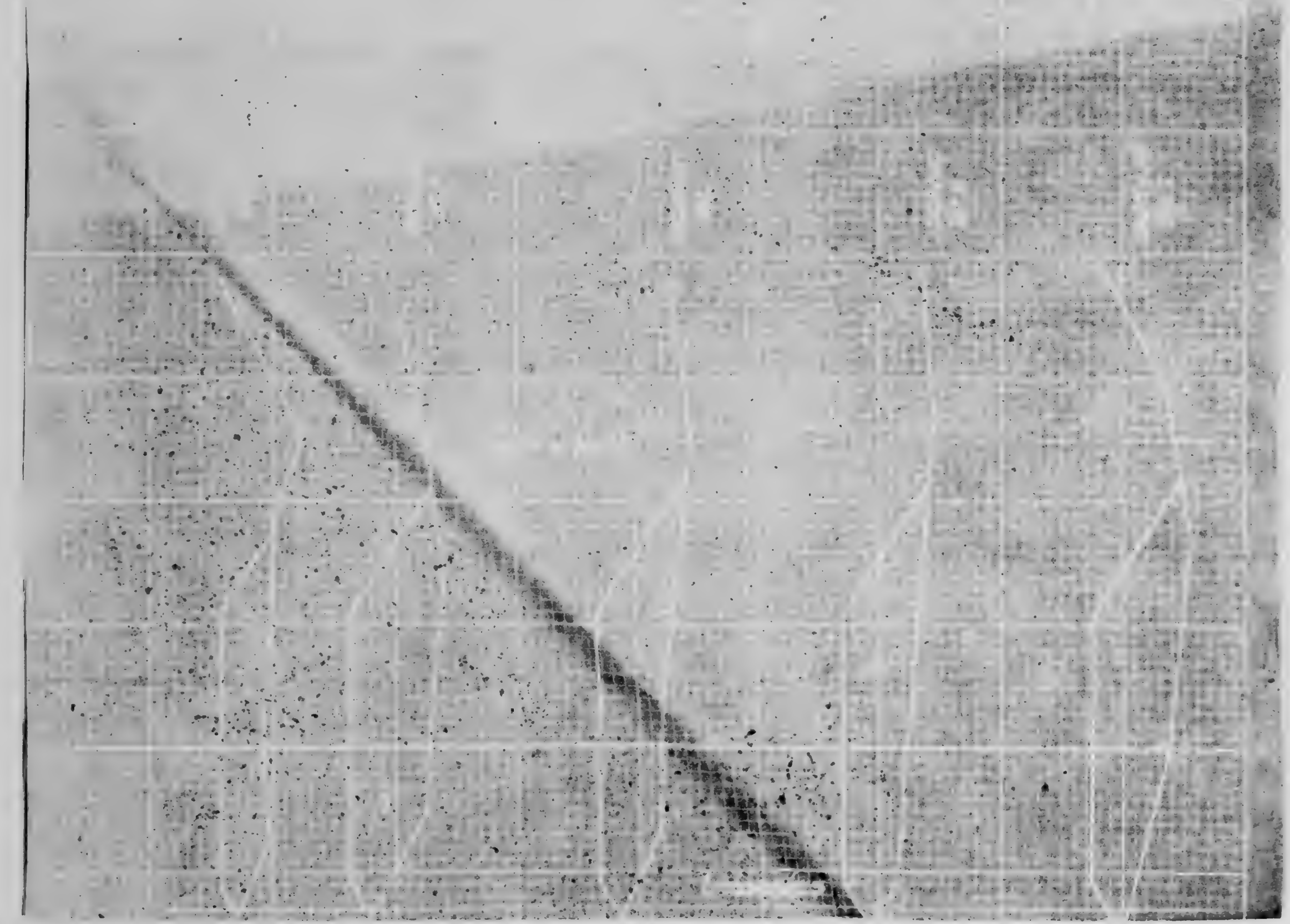


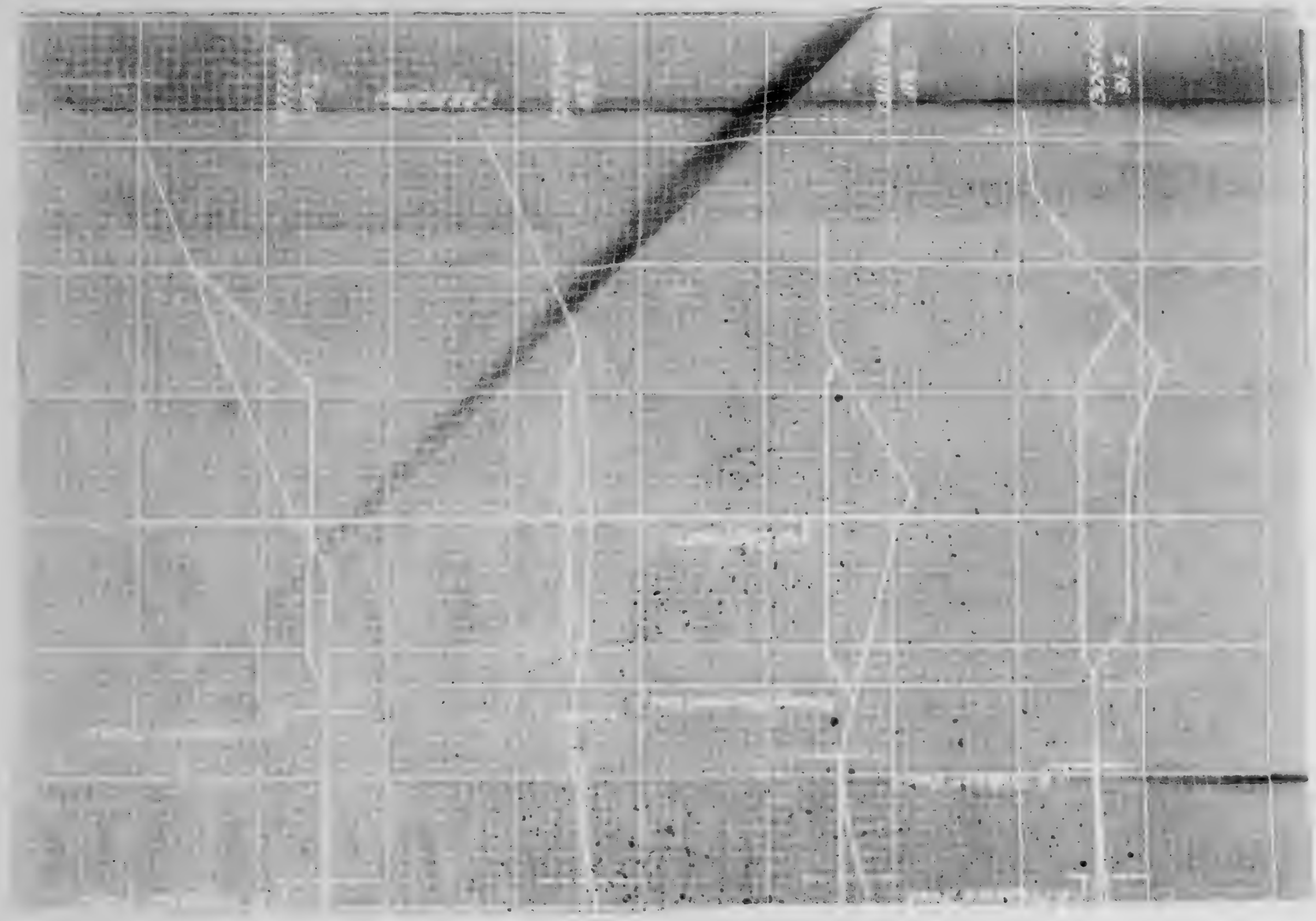


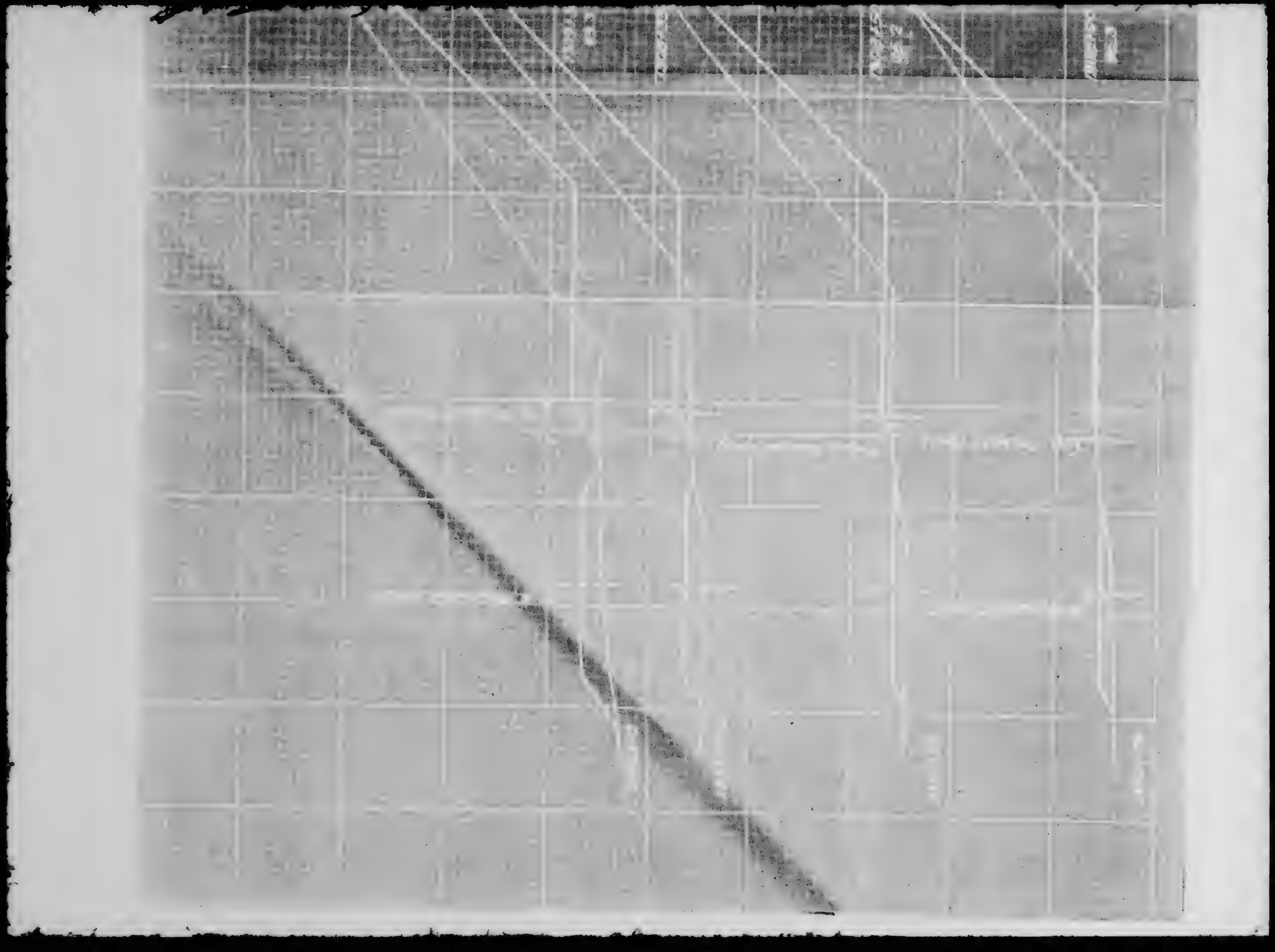


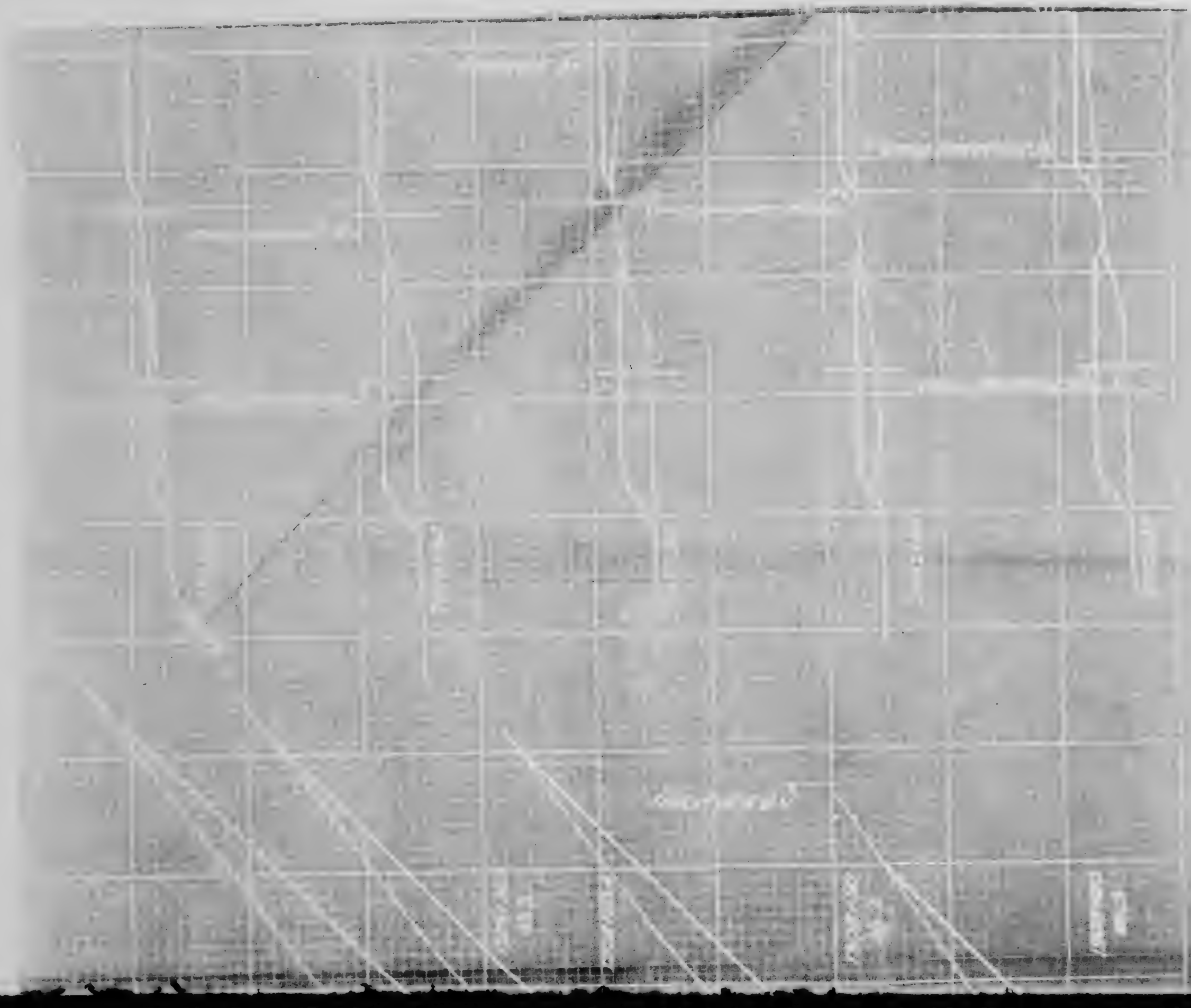


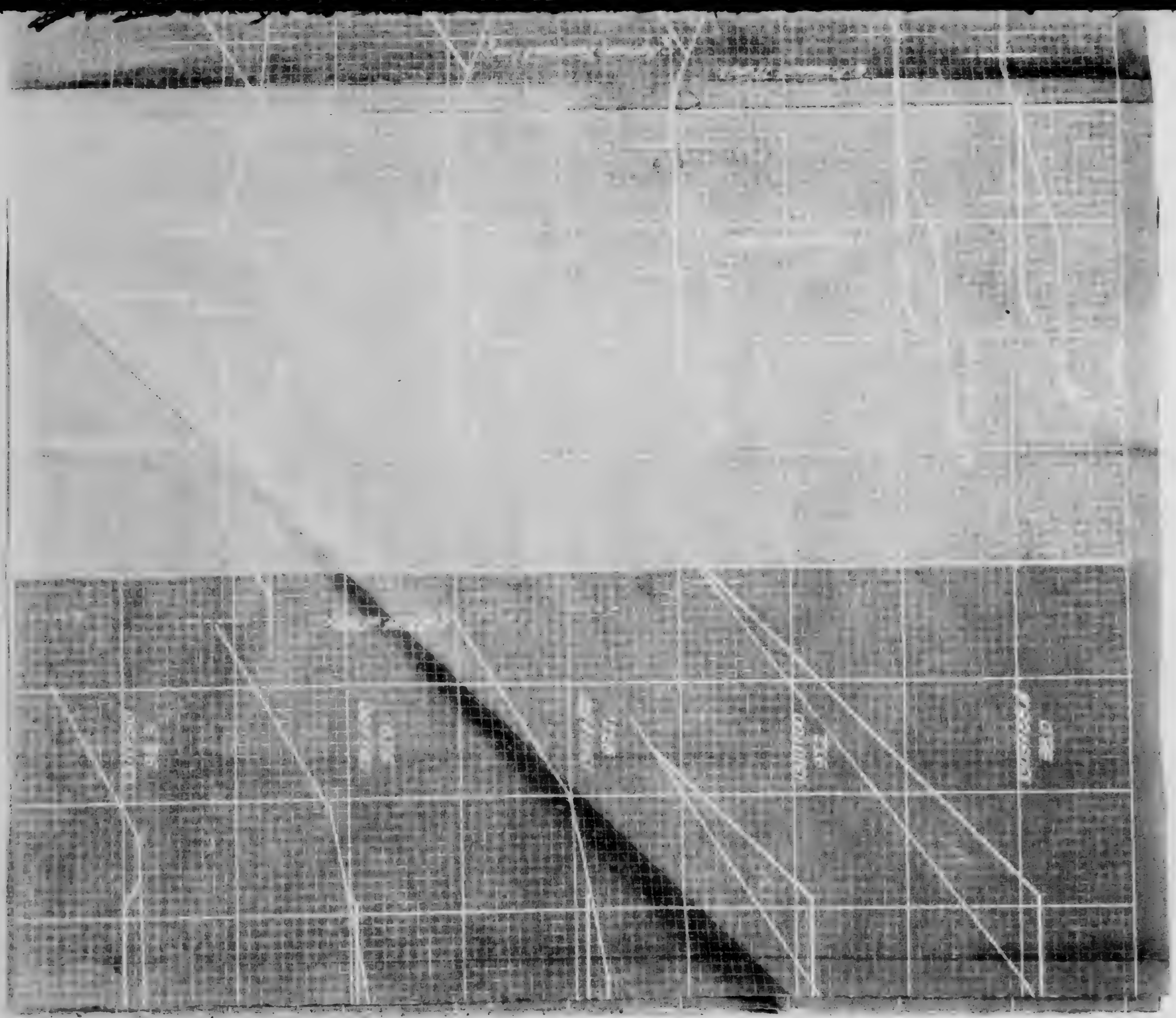


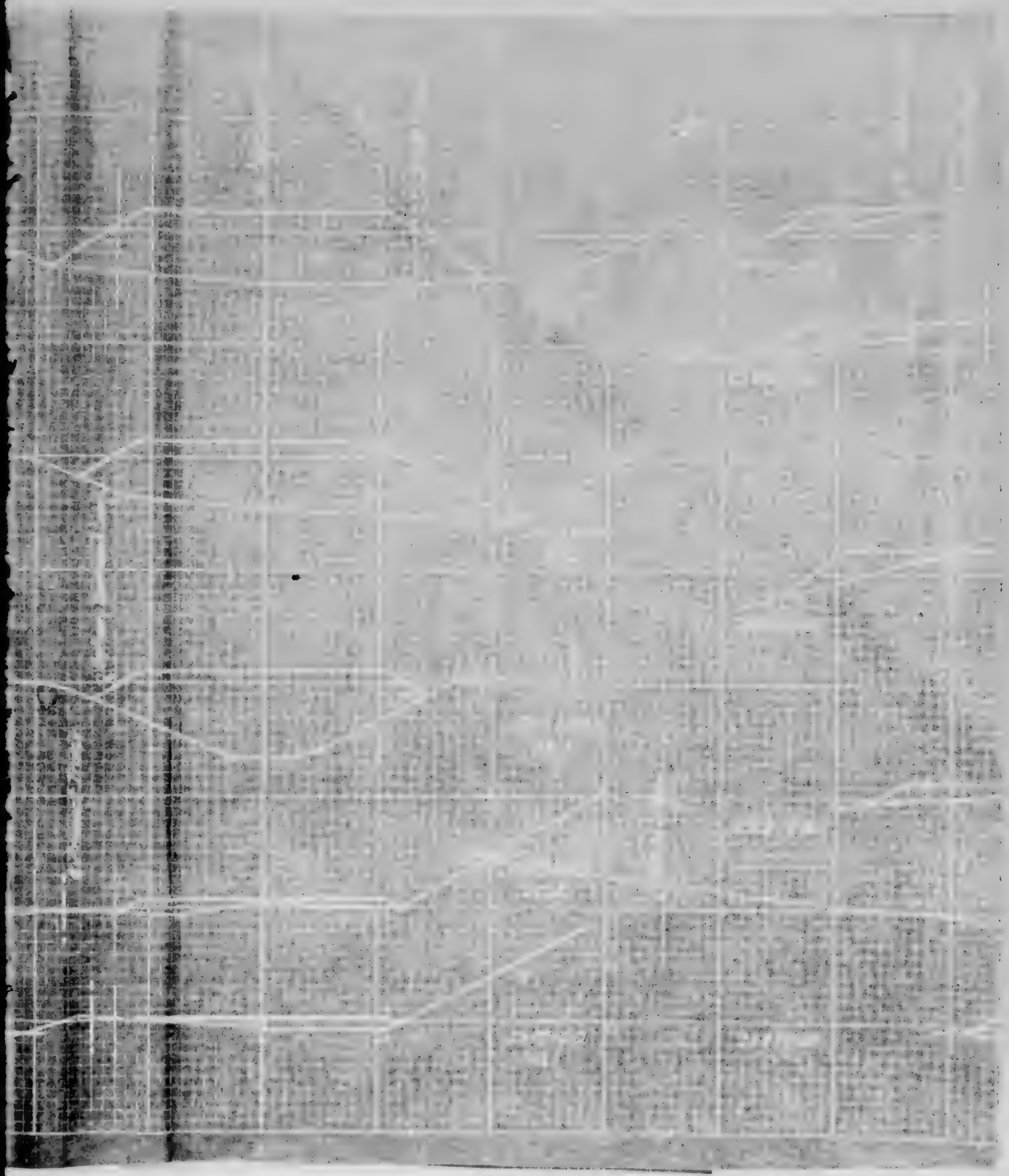


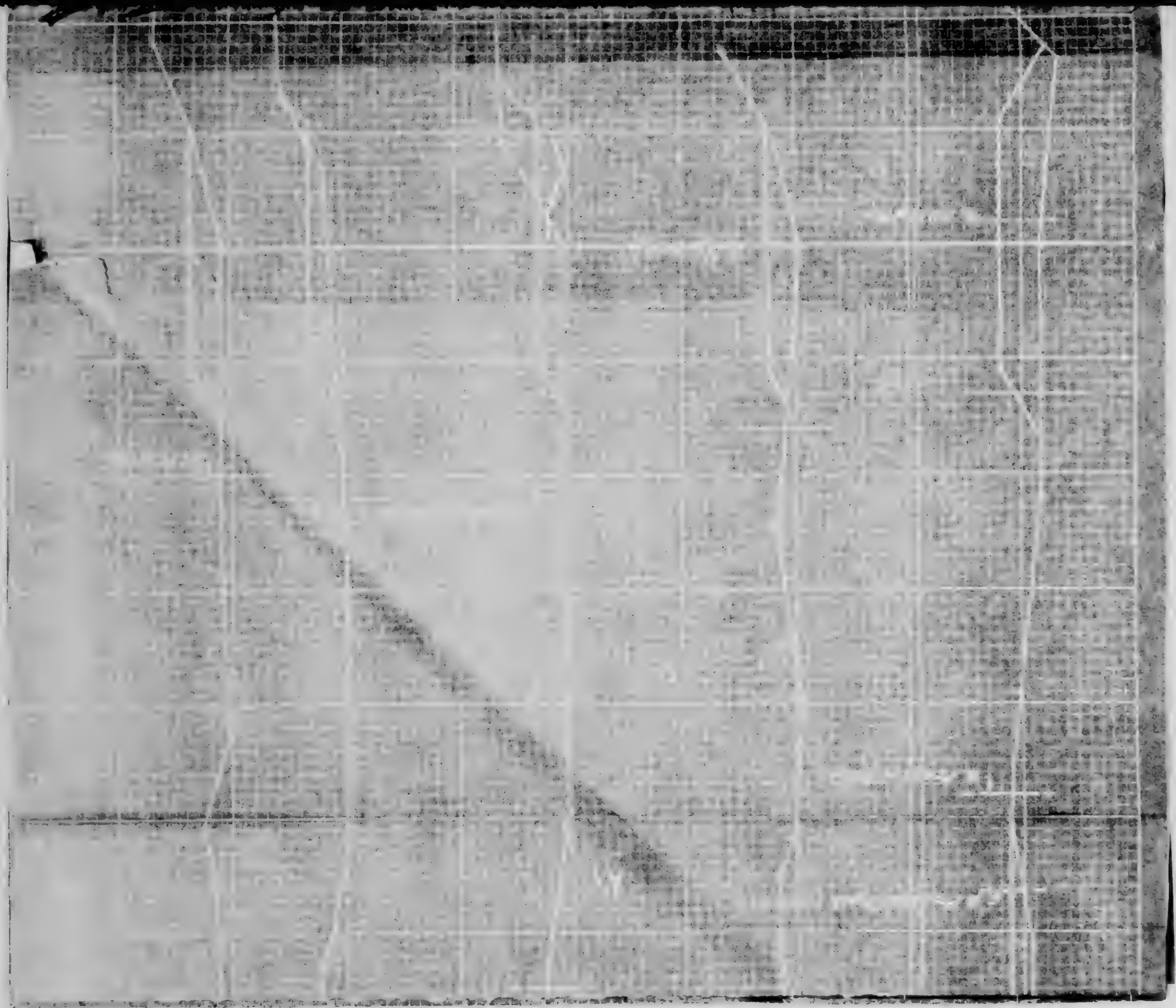


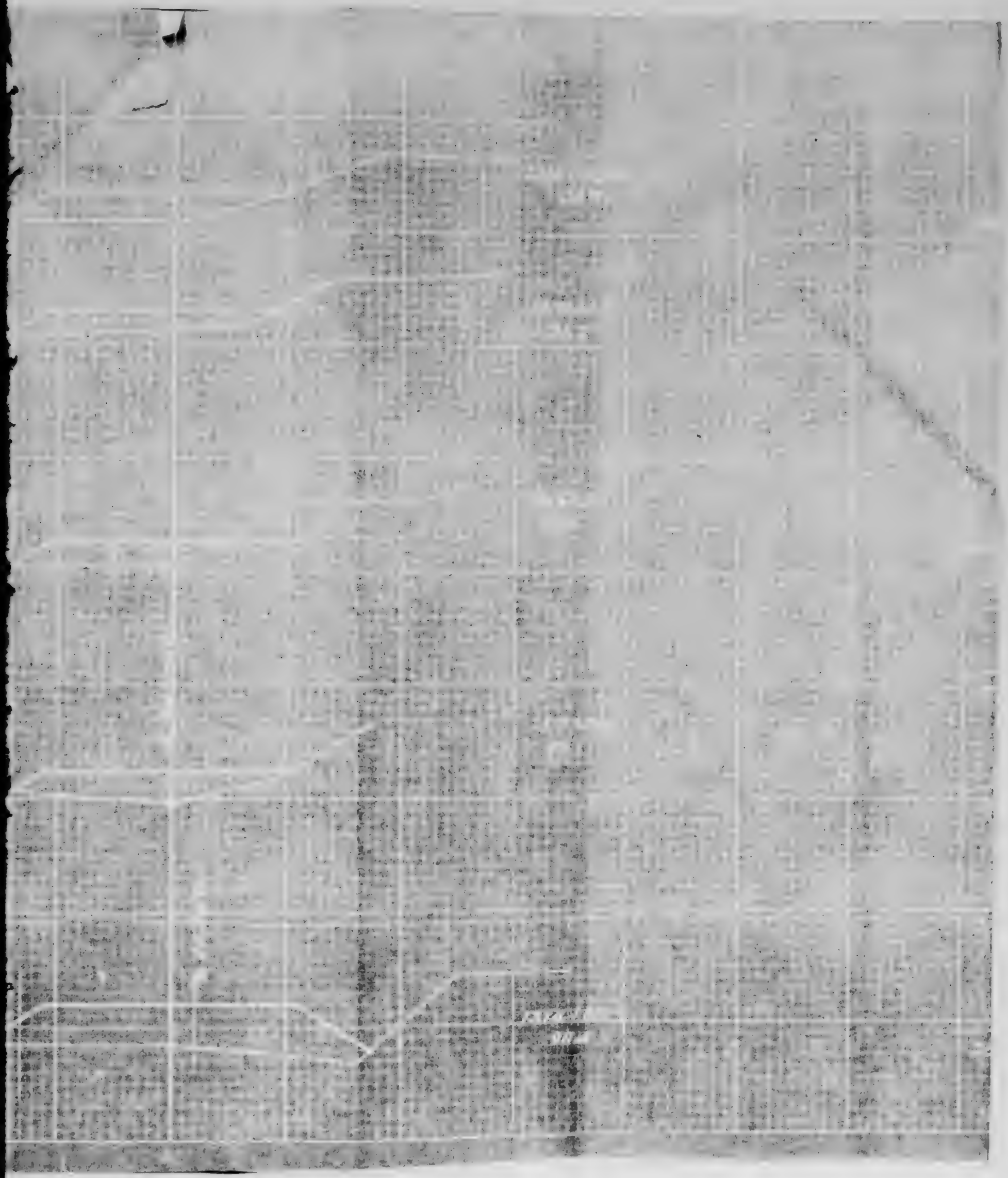


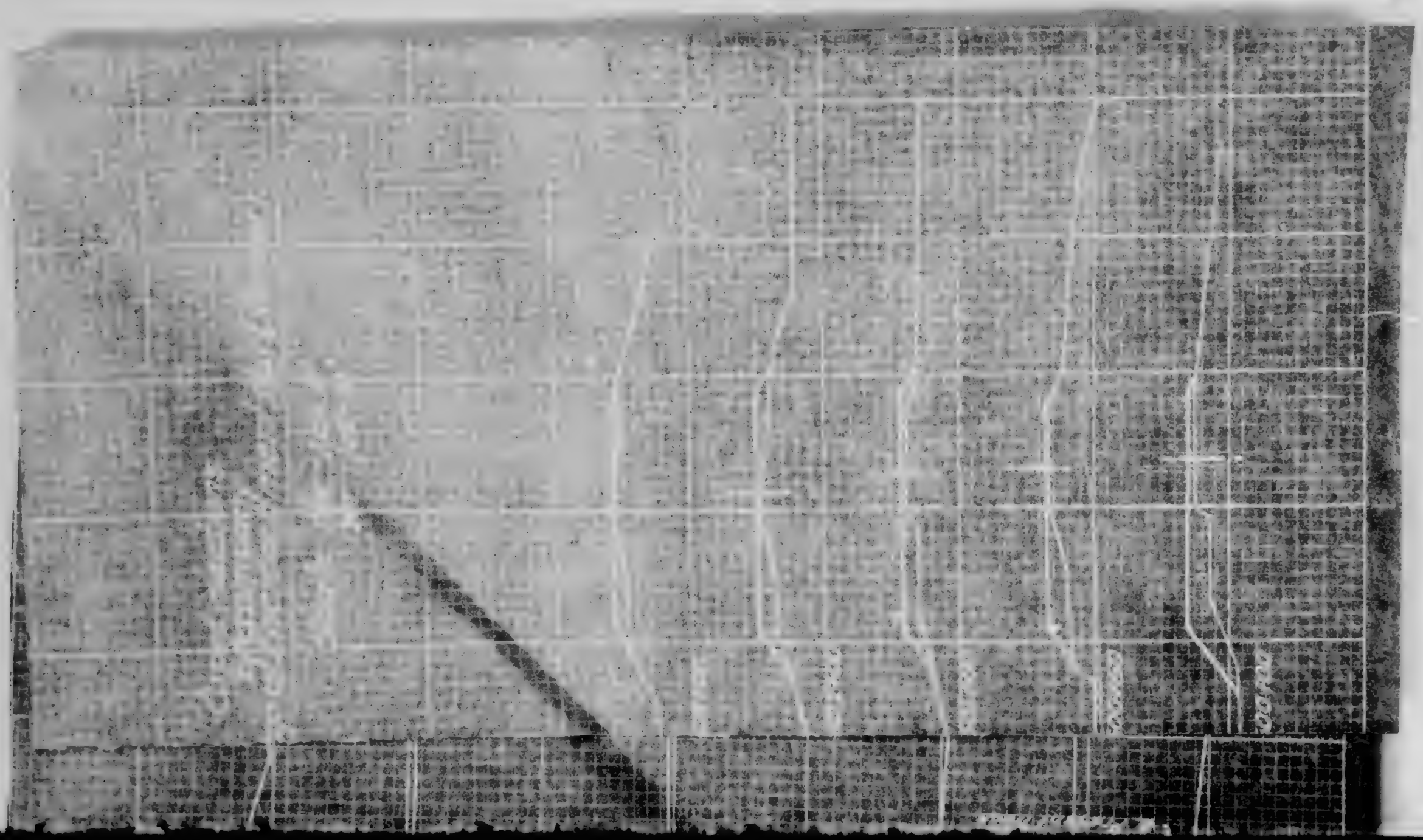












(11/2

La Grande - Enterprise Highway.
Lostine - Enterprise Section.

Quantity Summaries and Cost Estimates:

Line as located on plans, Encroachment #1.
Stations 1285 + 00 to 1322 + 00.

Clearing and grubbing	lump sum			150.00
Excavation, intermediate	1,293	cu yds	.45	581.85
" solid rock	9,532	" "	1.25	11,915.00
Overhaul-- station--	21,690	" "	.05	1,084.50
Culvert-- 36" pipe	52	lin ft	5.50	286.00

Line change as located on plans, Encroachment #1-Revised.
Stations 1285 + 00 to 1322 + 00.

Clearing and grubbing	lump sum			150.00	
Excavation, intermediate	5,479	cu yds	.45	2,465.55	
" solid rock	3,415	" "	1.25	4,268.75	
Overhaul-- station--	25,800	" "	.05	1,290.00	
Culvert-- 36" pipe	52	lin ft	5.50	286.00	8,460.30

Railroad line change.
Stations 2573 + 19.3 to 2602 + 60.

Excavation, intermediate	2,294	cu yds	.45	1,032.30	
Overhaul-- station--	2,000	" "	.05	100.00	
Rip rap	300	" "	3.00	900.00	
Throwing track	2,941	lin ft	----	1,500.00	
Ballast	700	cu yds	2.50	1,750.00	5,282.30

Revised Highway	8,460.30		13,742.60
Revised Railroad	5,282.30		
	13,742.60		
Original location	14,017.35	274.75 in favor of line change.	

(11/20/22)

Enterprise Highway.
terprise Section.

maries and Cost Estimates:

ted on plans, Encroachment #1.
35 ∠ 00 to 1322 ∠ 00.

l grubbing	lump sum			150.00	
intermediate	1,293	cu yds	.45	581.85	
solid rock	9,532	" "	1.25	11,915.00	
tation--	21,690	" "	.05	1,084.50	
" pipe	52	lin ft	5.50	286.00	
					14,017.35

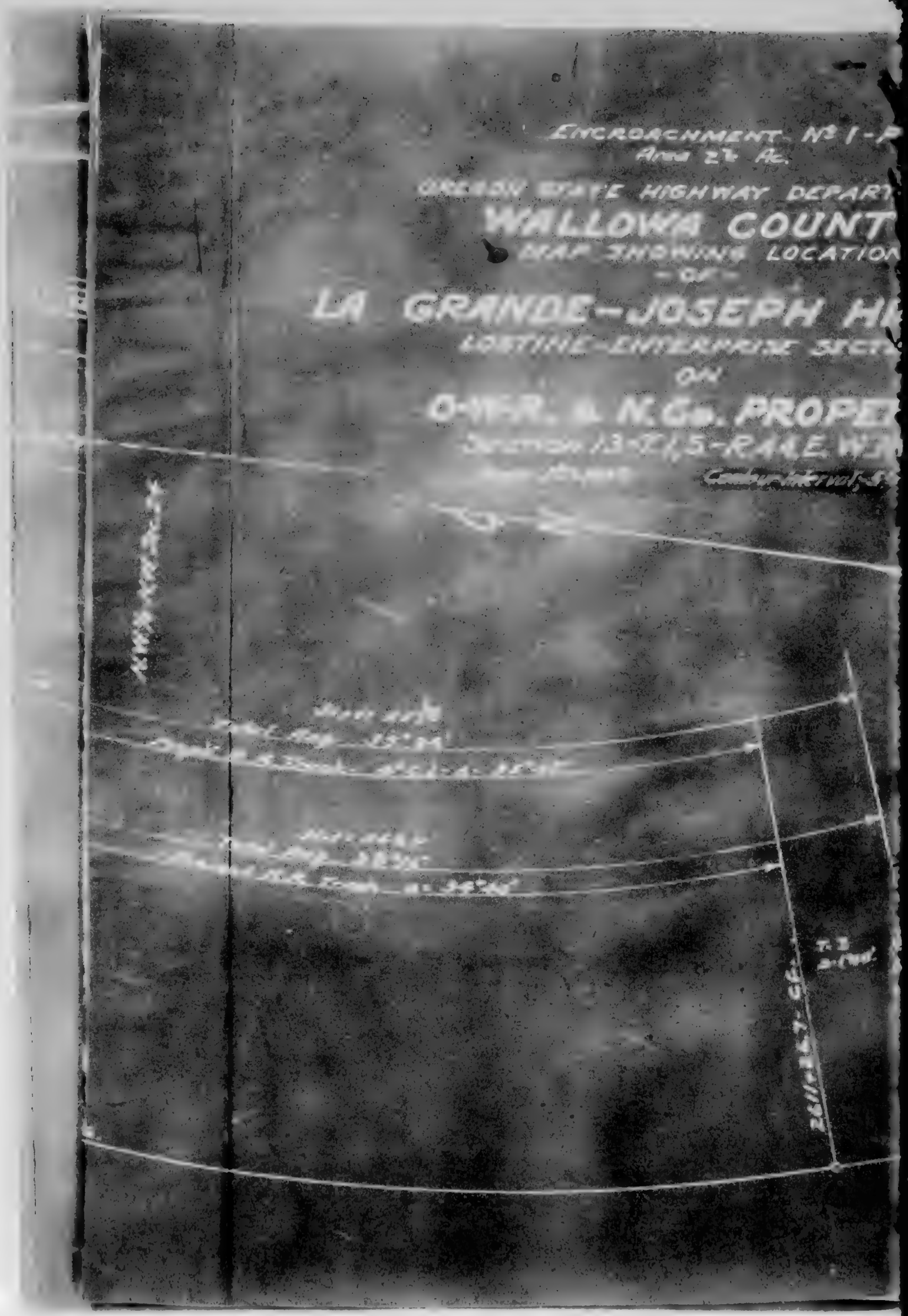
as located on plans, Encroachment #1-Revised.
35 ∠ 00 to 1322 ∠ 00.

grubbing	lump sum			150.00	
intermediate	5,479	cu yds	.45	2,465.55	
solid rock	3,415	" "	1.25	4,268.75	
station--	25,800	" "	.05	1,290.00	
" pipe	52	lin ft	5.50	286.00	
					8,460.30

ne change.
73 ∠ 19.3 to 2602 ∠ 60.

intermediate	2,294	cu yds	.45	1,032.30	
station--	2,000	" "	.05	100.00	
	300	" "	3.00	900.00	
ack	2,941	lin ft	----	1,500.00	
	700	cu yds	2.50	1,750.00	
					5,282.30
				13,742.60	14,017.35

way	8,460.30	
road	5,282.30	
	13,742.60	
uation	14,017.35	274.75 in favor of line change.


ENCROACHMENT Nº 1-P
Area 2½ Ac.
OREGON STATE HIGHWAY DEPART
WALLOWA COUNT
MAP SHOWING LOCATION
- OF -
LA GRANDE-JOSEPH HI
LOSTINE-ENTERPRISE SECTI
ON
O-W.R. & N. Co. PROPE

PROBATE COURT
HON. EDGAR MARVIN, JUDGE

COUNTY COURT TERMS
FIRST WEDNESDAY EACH MONTH
EDGAR MARVIN, CHAIRMAN
ERNEST F. JOHNSON, COMMISSIONER
F. D. McCULLY, COMMISSIONER

CIRCUIT COURT TERMS
SECOND MONDAY OF MAY AND NOVEMBER
HON. J. W. KNOWLES, JUDGE
W. S. BURLEIGH, DISTRICT ATTORNEY

COUNTY OFFICIALS
J. P. TOBIN, CLERK
F. D. RINEHART, SHERIFF
ELLA T. CLAYTON, TREASURER
JOHN McDONALD, ASSESSOR
J. C. CONLEY, SCHOOL SUPERINTENDENT
R. N. KELLOGG, SURVEYOR

Wallowa County
Oregon

Enterprise, Oregon

Dec. 1, 1922

Mr. Oscar Cutler, Res. Eng.,
Lostine-Enterprise Section,
Enterprise, Oregon.

Dear Sir,-

In regard to the probable change of line at the railroad encroachment between stations 1290 and 1320 I am particularly anxious to know as soon as possible when we will be able to start work on this part.

As you know we had all arrangements made, powder purchased and equipment shipped in to begin work in October as, it was thought we would be able to begin operations there at that time. A station crew was also engaged in September to handle this work and in order to hold them in readiness they have been kept busy on the Wallowa-Powwatka Market road. This project is now being wound up and there is danger that we will lose the crew unless they can be placed at this work soon. They are very capable men and I believe that it will be difficult to replace them at this time of year.

I am also very anxious to get this work completed or at least well along before surfacing operations begin, as the same party will look after both. I anticipate that it will be three months from the time we go on the job until the two cuts are completed providing we have weather in which to work steadily. I expect to start surfacing in April if possible so it will be necessary to start work on the points in the near future.

I would appreciate it very much if you would take this matter up and advise me what has been done in regard to the change, if any, and what might be the possible date of its being settled.

Very respectfully yours,

R. N. Kellogg.

County Engineer Wallowa County.

PR71

November 28, 1928

Mr. S. Murray, Chief Engineer,
c/o O. W. R. & N. Co.,
Wells Fargo Building,
Portland, Oregon.

Dear Sir:

Under separate cover we are mailing you two prints of the encroachment No. 1, Lostine-Enterprise Section of the Ia Grande-Enterprise Highway in Wallowa County.

These plans may be identified as having been revised November 16, 1928 and are in line with your recent correspondence on this matter.

We hope you will now be able to execute the usual agreement in order that we may prosecute the work without further delay.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,
By
Assistant Engineer.

CCK:IM

PR71

November 28, 1928

Mr. E. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

The two copies of the railroad encroachment data, encroachment No. 1, Lostine-Enterprise Section of the La Grande-Enterprise Highway was forwarded to Mr. Murray.

Will you please send another copy for our files?

Yours truly,

[illegible],
State Highway Engineer.

By

Assistant Engineer.

OCK:M

FORM 9 10937-9300-10-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY H. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 7 7

La Grande, Oregon,
November 14, 1922.

RECEIVED
NOV 16 1922
OREGON
STATE HIGHWAY COMMISSION

32 PB-
Encroachment #1.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

File

Dear Sir:

Replying to your communication of the 13th instant with regard to railroad encroachment No. 1 on the Lostine - Enterprise section of the La Grande - Joseph Highway in Wallowa county, advise that Cutler made a mistake in running in the new projection on the railroad center line in spiralling his curves, and it was necessary to send a man up to do the field work.

I will send all data with regard to this encroachment to your office at the end of this week. There is considerable office work to do, computations, tracings, etc., after the field work is completed. I am giving this matter my personal attention and will get the information to your office at the earliest date possible.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V

November 15, 1922

Mr. E. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Your letter of October 31st regarding survey for railroad encroachment No. 1, Lostine-Enterprise Section, is noted.

The data mentioned in your letter has not been received to date and we are very anxious to submit this to the railroad company especially inasmuch as it will take considerable time for the railroad people to approve this project.

Mr. Cutler was ordered to make this survey on September 22 and it is thought that he has had sufficient time to do field work and compile the maps. Please give this your personal attention.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

OCK:LM

Form 3010

STANDARD
8-20-3000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

File 74-149

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

November 7, 1922.

RECEIVED
NOV 7 1922

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

ATTENTION: Mr. C. C. Kelley

Dear Sir:

I have your letter of October 17th in regard to what is known as encroachment No. 1, LaGrande-Joseph Highway. I also note that the Public Service Commission has been petitioned to cross our track at grade at what is known as Encroachment No. 2.

If you think it is likely that the State will desire to start construction upon our property through these encroachments in the near future, I would suggest that you urge the Public Service Commission to grant hearing and issue its order as soon as possible in order that the State and railroad can intelligently draft and execute easement agreement to cover. The results of the survey will undoubtedly be available long before the order of the Public Service Commission.

Yours truly,

S. Murray Jr.

CC Mr. E. A. Klippel
CC Mr. Oliver Owre
CC Mr. W. Bollens

FORM 2A 2M-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

R. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
October 31, 1922.

32 PB-
Encroachment #1.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

This is to advise that I visited Wallowa county last week and Cutler stated he would have all data on encroachment No. 1, Lostine - Enterprise section, in this office by Wednesday, November first. I willsubmit same to you as soon as it is received in this office.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

RECEIVED
NOV 1 1922
OREGON
STATE HIGHWAY COMMISSION

October 17th, 1928.

Mr. S. Murray,
Assistant Chief Engineer,
O. W. R. & N. Co.,
1206 Wells Fargo Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your two letters of September 18th, in regard to encroachment No. 1 on the La Grande-Joseph Highway.

Application for grade crossing encroachment No. 2 has been made to the Public Service Commission of Oregon.

These surveys requested in your letter of September 18th, are being made and our Division Engineer has been requested to expedite this work as much as possible.

We will endeavor to have this data in your hands within the next few days.

Very truly yours,

HERBERT HUNT
By

Assistant Engineer.

GCK IC
cc. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Form 2010

STANDARD
6-20-3000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY File 74-14Q

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

October 3, 1922.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

Dear Sir:

Will you kindly acknowledge receipt and understanding of my two letters September 18 in regard to encroachment known as No. 1 on the LaGrande-Joseph Highway?

Yours truly,
S. Murray Jr

RECEIVED
OCT 5 1922
OREGON
STATE HIGHWAY COMMISSION

FORM 2A 10M-1-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]ON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
September 22,1922.

32 DB-
Encroachment No. 1.

RECEIVED
SEP 26 1922
OREGC
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

In reply to your communication of September 19th with regard to encroachment No. 1 onthe Enterprise - Joseph section, advised that I have instructed Mr. Cutler to run the necessary survey and supply the encroachment data.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V

06 06

441

September 19, 1922

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please note the attached letter from Mr. Murray regarding encroachment No. 1, Joseph branch, Wallowa County.

Please make the surveys suggested in this letter and submit the data at your earliest convenience.

In case the data for application to the Public Service Commission for grade crossing, has not been supplied, you will furnish to Mr. Devers.

Please return the letters when they have served your purpose.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM
Encls.

Form 3010

STANDARD
8-20-3000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

RECEIVED
SEP 19 1922
OREGON
STATE HIGHWAY COMMISSION

83 SIXTH STREET
PORTLAND, OREGON

September 18, 1922.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference your letter August 16 and map marked (Revised August 21, 1922) in regard to proposed highway encroachment known as No. 1, Joseph Branch and suggested change in alignment of the railroad.

This matter has had our attention and has been given careful consideration. The management is agreeable to the plan in general as shown by your map and will favorably recommend it when the time comes, provided the entire project will be carried out without cost to the Railroad Company. We will undoubtedly desire to perform the track work and bill the State to cover the cost.

If this is agreeable to the State, will you please make the necessary surveys and prepare exhibits that can be approved by us and which will be made part of the agreement which we will draft to cover the matter. These exhibits should show the details of alignment of both the highway and railroad, profiles of each, portion to be rip-rapped and cross sections at each 100 foot station, showing railroad and highway roadbeds and exact location of easement and property lines.

We are also of the opinion P.S.C. order should first be made on the grade crossing re-arrangement before the agreement between us has been drafted.

Yours truly,

S. Murray

CC Mr. A. C. Spencer, Building.
CC Mr. J. P. O'Brien, Building.

Form 3010

STANDARD
8-20-3000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

File 74-14Q

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

RECEIVED
SEP 19 1922
OREGON
STATE HIGHWAY COMMISSION

September 15, 1922.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

Dear Sir:

Supplementing my letter this date with reference to proposed highway encroachment No. 1, Joseph Branch and suggested change in alignment of the railroad.

I note that you propose to compound the 4° curve in Section 24 with a 2° curve. It appears to us there is no reason why simply more curvature cannot be added in the 4° curve to secure the required divergence of tangents to the west and thereby obviate the necessity of a compound curve.

Will you please give this matter consideration and if you concur with our views in the matter please arrange accordingly.

All curves should be tapered in accordance with our standards.

Yours truly,

S. Murray Jr

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

P.R. 71

Date 8-26, 192 I

Job Name Cr Trail - Eastside
Paving + grading

Week from 8-21 to 8-26

Mail Address Eugene Ore

Highway Cr Pond - Trail

Telegraph or Telephone Address

County Wasco Job Prefix 32 PR

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Finished Trenching on Sta 2/01.
Contractor started to pave on the 24th.
Paved and Graded Sta 1694 + 50 to 1694 + 50.
Contractor worked on Sta 1276 + 50 to 1442 + 225

RECEIVED
SEP 5 1922
STATE HIGHWAY ENGINEER

NOTED

Signed

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 1.11

Miles completed —

Miles completed except finishing —

Miles covered by contractor's forces —

Miles cross-sectioned —

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 3

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 1.69

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

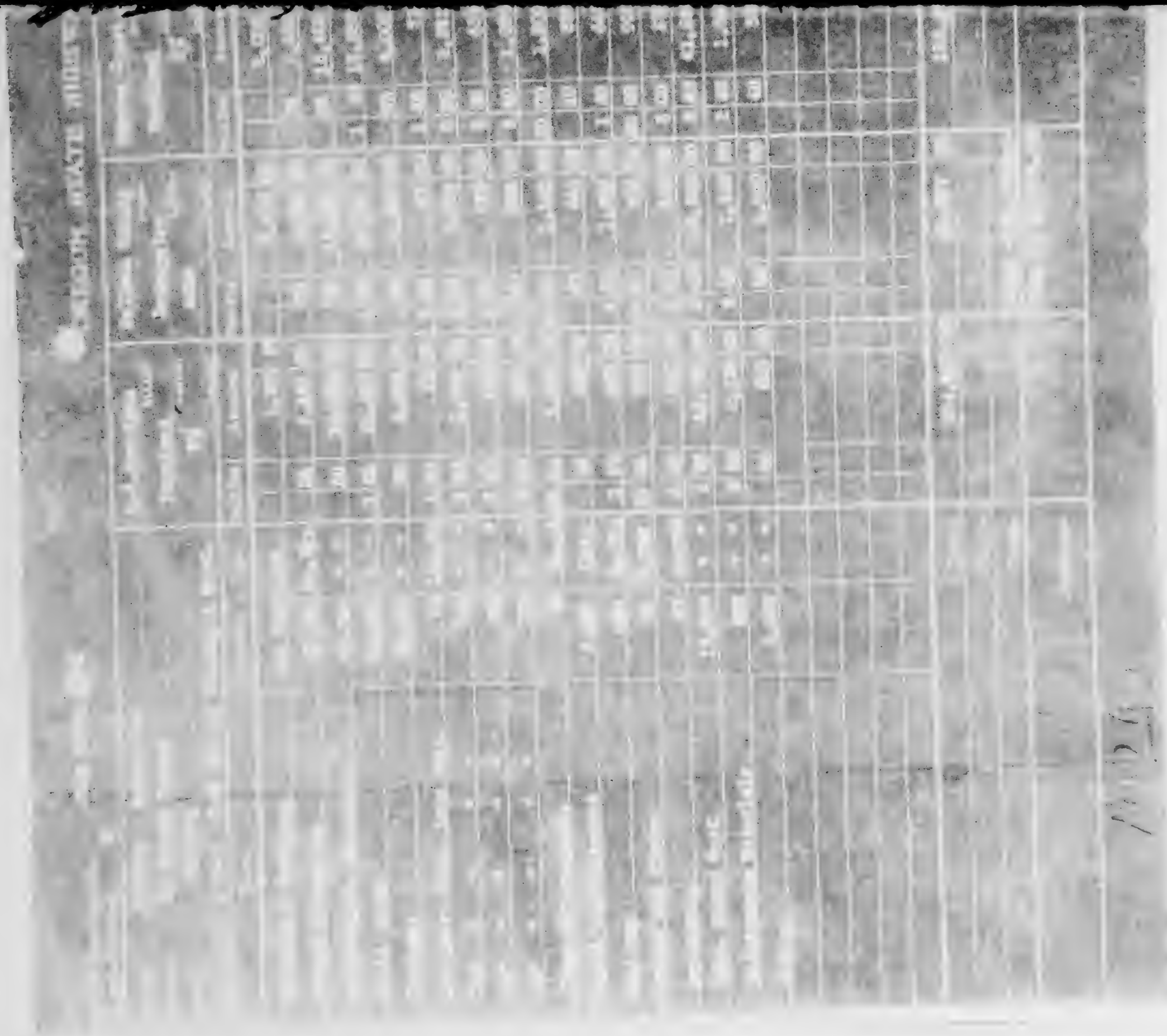
List all jobs upon which you have worked this week with percentage of this week's time on each.

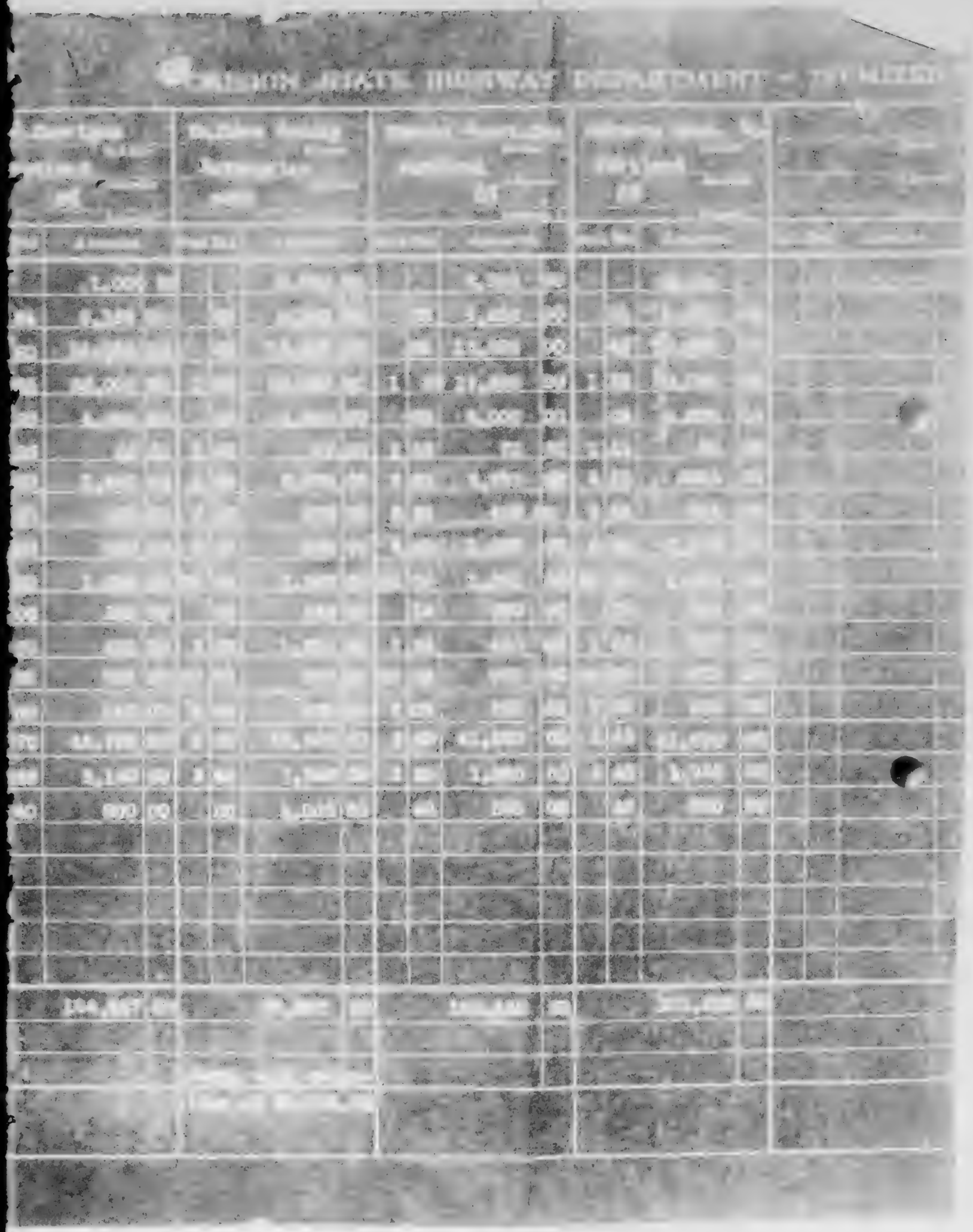
This job 3215 *Percentage* 100%

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....





August 11th, 1922.

Mr. C. H. Purcell, Dist.Engr.,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In accordance with your letter of August 9th, we have prepared, and are submitting herewith, copies of a revised estimate to be used as a basis for the project agreement for the Lostine-Enterprise Section, Project # 71.

In your letter you ask that we furnish you an explanation as to why we include in our estimate the 1500 cubic yards of solid rock excavation in addition to the quantities shown on the summary sheet for the project.

You will find this matter fully explained in our letter of July 31st. This increase in quantities has been made to cover the widening of roadbed between Stations 1286 and 1600, the width of the roadbed between these stations having been increased at the request of your Bureau subsequent to the completion of our surveys, and subsequent to the preparation of our estimates.

Very truly yours,

HERBERT BUNN,
State Highway Engineer

By

Office Engineer.

ehp:ag
Encl.

OREGON STATE HIGHWAY COMMISSION — PROJECT No. 71

LOSTINE - WALLOWA SECTION OF THE LAGRANDE-ENTERPRISE HIGHWAY IN WALLOWA COUNTY

(Estimate as Basis for Project Agreement. Based on Contract Prices.)

7.89 Miles of Surfacing and Grading — Salem, Oregon, August 11, 1922.

All Required		Clearing and Grubbing	Lump Sum	$ 2,000.00
27,000	cu.yds	Common Excavation	.30	8,100.00
28,000	cu.yds	Intermediate Excavation	.45	12,600.00
17,500	cu.yds	Solid Rock Excavation	1.25	21,875.00
80,000	sta.yds	Overhaul	.05	4,000.00
50	Lin.ft.	12" Corr. Galv. Iron Pipe	1.35	67.50
920	" "	18" " " " "	2.40	2,208.00
210	" "	24" " " " "	3.20	672.00
170	" "	36" " " " "	5.50	935.00
40	cu.yds	Class "A" Concrete	29.00	1,160.00
3,500	Lbs.	Metal Reinforcement	.07	245.00
400	cu.yds	Rip Rap	3.00	1,200.00
90	cu.yds	Dry Rubble	5.00	450.00
17,000	cu.yds	Broken Stone Surfacing	2.50	42500.00
2,000	cu.yds	½ Filler	.50	1,000.00
				$ 99,012.50
		Lump Sum Reduction as per contract		3,978.75
		Grading and Surfacing		$ 95,033.75

Wallowa River Bridge:

155	cu.yds	Class "A" Concrete	29.00	4,495.00
18,500	lbs.	Metal Reinforcement	.07	1,295.00
52,000	lbs.	Structural Steel	.0775	4,030.00
320	cu.yds	Excavation	4.50	1,440.00
30	" "	Excav. below plans ½	5.50	165.00

Trout Creek Bridge, Sta. 1161 + 50:

40 cu.yds	Class "B" Concrete	29.00	1,160.00
500 Lbs.	Metal Reinforcement	.07	35.00
3.5 M FBM	Lumber	60.00	210.00
47 Lin.ft.	Approach Superstructure	26.00	1,222.00
150 cu.yds	Excavation	4.50	675.00
20 " "	Excav. below plans	5.50	110.00
110 " "	Grouted Rip Rap	6.00	660.00

Relief Opening, Station 1458 :

340 Lin.ft.	Piling (est.)	1.00	340.00
2.5 M FBM	Lumber	60.00	150.00
38 Lin.ft.	Approach Superstructure	26.00	988.00
			$ 16,975.00
	Less Lump Sum Reduction		1,500.00
	Bridges		$15,475.00
	Sub-total		$ 110,508.75
	10% Engr. & Cont.		11,050.87
	TOTAL		$ 121,559.62

Cost per Mile $ 15,532.27

State Funds Available	$ 47,242.04
Federal Aid Requested	74,317.58
	$ 121,559.62

Federal Aid Recommended $_____

PR
71

July 20, 1922

Wallowa County Court,
Enterprise, Oregon.

Gentlemen:

I am handing you herewith four copies of contract No. 870 which is for the Lostine-Enterprise Section of the La Grande-Enterprise Highway in Wallowa County.

Please execute all four copies of the contract and bond and return to this office for the approval of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Yours truly,

Secretary.

BAK:EM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING.
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

RECEIVED
JUL 25 1922

July 24, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning under separate cover the cross-section sheets for your project No. ~~24~~ 71, Lostine-Enterprise.

Kindly send us prints of sheets Nos. 3 to 8 inclusive, 42, 43, 44, 47, 48 and 49.

Very truly yours,

C. H. PURCELL, District Engineer.

By [signature]
Acting.

Dept prints 7/28/22
LEL

July 14th, 1922

Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

File PR 71

Gentlemen:

Reference is made to your letter of the 12th inst. relative to right of way on the last sheet of the plans for the Lostine-Enterprise Section, Oregon Federal Aid Project No. 71.

The right of way lines were left off of the plans through an oversight. The standard width of right of way of 80' will prevail except on the city streets where the right of way will cover the width of the street with such extra right of way at corners and other places as may be required.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

Dic by J.W.DeYoung
VLB

PROBATE COURT
HON. EDGAR MARVIN, JUDGE

COUNTY COURT TERMS
FIRST WEDNESDAY EACH MONTH
EDGAR MARVIN, CHAIRMAN
ERNEST F. JOHNSON, COMMISSIONER
F. D. McCULLY, COMMISSIONER

CIRCUIT COURT TERMS
SECOND MONDAY OF MAY AND NOVEMBER
HON. J. W. KNOWLES, JUDGE
W. S. BURLEIGH, DISTRICT ATTORNEY

Wallowa County
Oregon

COUNTY OFFICIALS

J. P. TOBIN, CLERK
F. D. RINEHART, SHERIFF
ELLA T. CLAYTON, TREASURER
JOHN McDONALD, ASSESSOR
J. C. CONLEY, SCHOOL SUPERINTENDENT
R. N. KELLOGG, SURVEYOR

PR 71

Enterprise, Oregon

July 6, 1922.

RECEIVED JUL 8 1922

REFERRED TO Parbook BY H. N.

Mr. Roy A.Klein,
Secretary State Highway Commission,
Salem, Oregon.

Dear Sir:-

Referring to conversation which County Commissioner F.D.McCully recently had with the Commission, at Portland, relative to the graveling of the Lostine-Enterprise section of the LaGrande-Joseph Highway, to be advertised at the same time as the grading of this section is to be advertised.

The County Court, after considering the matter, have decided to ask that you advertise for bids for this work, as above mentioned, to extend to July 1st 1923 or such other date as the Highway Commission shall see fit.

Yours truly,
J.P.Tobin, County Clerk.

By R Evans, Deputy.

Advertised for both grading + surfacing
JNP

July 1, 1928

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Interstate Intergrade
PR # 71

Dear Sir:

Attached is copy of a letter from Mr. Murray, Assistant Chief Engineer of the O. W. R. R. & N. Company, which refers to a proposed line change at encroachment No. 1.

Copy of our letter to Mr. Murray, outlining our position in this matter, is enclosed herewith.

We have made a projection of another change at this encroachment which involves shifting the highway center line as well as the railroad center line away from the bluff.

The costs of the two projects as determined by projections made in this office, show the following:

Original Location - 15 feet Clearance.

9000 cu. yds.	solid rock	@ $1.23	$11,070.00
1355 " "	intermediate	.55	731.50
9600 station yard overhaul		.05	484.50
			$12,286.00

Revised Location - 25 feet Clearance,
Based on Shifting Railroad Tracks.

3600 cu. yds.	solid rock	@ $1.23	$ 5,690.00
501 " "	intermediate	.55	275.55
1525 " "	common borrow	.35	533.75
1625 " "	intermediate borrow	.55	893.75
			$ 5,428.05

While the data upon which this yardage was estimated is incomplete, it shows a saving which would be effected by this line change, of $6,857.95 on the assumption that the railroad would move the tracks at their own expense. In case they refuse to do this and the state was to bear the expense, there would still be an appreciable saving over the original plans.

R. H. Baldock - 2.

7-1-1928

Will you kindly check up these estimates, especially the yardage of railroad embankment which was estimated at approximately 2100 feet, line change 14 foot roadbed, 3 foot fill, equals 4325 cubic yards embankment. We estimated that the solid rock would swell 20% which would yield 700 cubic yards additional, and assumed that the borrow would be 50% common and 50% intermediate.

Also take up the matter with the county court and find out definitely if the first grade crossing east of Lostine can be reduced to a private gated crossing as suggested in one of your previous letters.

Under separate wrapper we are sending you a blue print of the proposed revision.

Very truly yours,

[redacted]
State Highway Engineer.

By CCK
Assistant Engineer.

CCK:HH

cc. S. H. Probert, Office.

June 26, 1928.

PR #71

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

For your information we are enclosing herewith, copies of correspondence with the Bureau of Public Roads, in regard to the matter of hauling over the base course of the surfacing to be constructed on the Lostine-Enterprise Project.

Our specifications for this work provide that the hauling over the base course shall be optional with and as directed by the engineer. Mr. McKeesen of the Bureau of Public Roads considers it very desirable that the hauling be done over the base course and is rather insistent that this be so specified. In this instance however, he has agreed to accept our specifications with the understanding that we will insist upon the hauling being done over the base course, unless the representatives of the Bureau are agreed that the sub-grade conditions are such that the hauling over the base course is detrimental rather than beneficial.

We suggest therefore, that you instruct your Resident Engineers to require the contractor to arrange his operations with a view to the hauling of materials over the base course, and with a view of constructing the base course beginning at the point adjacent to the crusher set-up and carrying the construction away from that point.

No change should be made in this arrangement except with the approval of the Bureau of Public Roads.

Very truly yours,

HERBERT HUNN
State Highway Engineer

By

Office Engineer

SHP:AP
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

RECEIVED
JUN 16 1922
OREGON
STATE HIGHWAY COMMISSION

June 13, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Confirming our telephone conversation with Mr. Pombert to-day, we are enclosing herewith print of typical section on Oregon Federal aid project No. 71, (Lostine-Enterprise Section).

Copies of this typical section were forwarded with the Project Statement.

Very truly yours,

District Engineer.

Enclosure

June 14th, 1922

Mr. C.H.Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

PR 71

Dear Sir:

Herewith we are inclosing six copies each of Estimate to Accompany Plans, Unit Price Analysis of Surfacing and Special Provisions, on the Lostine-Enterprise Section, Oregon Federal Aid Project No. 71.

Under separate cover we are sending four blue print sets of plans and one original set of cross sections. After your examination kindly return these cross section sheets to us, indicating the ones for which you desire blue print copies for your permanent files.

The designs for the structures at the Wallowa River, Sta. 1440, and at Trout Creek, Station 1612, are being prepared by the Bridge Department and will be submitted to you later.

You will note that cooperation for cattle passes at Stations 1447 and 1557 have not been requested in the Estimate.

The installation of an overhead crossing at Sta 1425 is not contemplated, as the railroad traffic over this line consists of only about two trains each way a day and the cost of an overhead structure is not considered as being justified for some time to come.

Very truly yours,

HERBERT KUNZ
State Highway Engineer

By

Office Engineer

Dic by J.W.DeSousa
VLB
(Incl.)

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. Z1

LOSTINE-ENTERPRISE SECTION OF THE LA GRANDE-JOSEPH HIGHWAY IN WALLOWA COUNTY.
(Estimate to accompany plans. Not as basis for project agreement.)

****

7.89 Mi. of Grad. & Surf. — Salem, Oregon, June 13,1922

All Required	Clearing and grubbing			$600.00
27,000 Cu.Yds	Common Excavation	@	.23	6,210.00
28,000 " "	Intermediate Excavation		.46	12,880.00
16,000 " "	Solid Rock Excavation		1.00	16,000.00
80,000 Sta.Yds	Overhaul		.05	4,000.00
50 Lin.Ft.	12" Corr. Galv. Iron Pipe		1.25	62.50
920 Lin.Ft	18" " " " "		2.25	2,070.00
210 " "	24" " " " "		3.00	630.00
170 " "	36" " " " "		5.25	892.50
40 Cu.Yds	Class "A" Concrete		28.00	1,120.00
3,500 Lbs.	Metal Reinforcement		.09	315.00
400 Cu.Yds	Rip Rap		2.50	1,000.00
90 " "	Dry Rubble		4.50	405.00
17,000 " "	Broken Stone Surfacing		1.94	32,980.00
2,000 " "	Filler		.25	500.00
Wallowa River Bridges, Sta. 1438				12,500.00
Trout Creek Bridge, Sta. 1612				2,500.00
	Sub-total			$94,635.00
	10% Engr. & Cont.			9,466.50
	Total			104,131.50

Cost per mile $13,197.90

St. Funds Available $40,468.91 --- Federal Aid Requested $63,662.59
Total $104,131.50

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO.71

Lostine-Enterprise Section of the La Grande-Enterprise Highway in Wallowa County.

****

Unit price analysis of Surfacing.

****

Royalty	.05
Quarrying & Loading	.29
Crushing	.51
Hauling (2.566 mi.@ .21)	.54
Prep of Subgrade	.05
Spreading & Finishing	.15
Supt. & Overhead	.10
	1.69
15% profit	.25
	1.94

SPECIAL PROVISIONS

Lostine-Enterprise Section

DRY RUBBLE

Work To Be Done:

Under this item the contractor shall construct dry rubble culvert headwalls, shall pave with rock the slopes and ditches at the ends of culverts, and shall perform such other work of a similar nature as the Engineer may direct.

Materials:

Rock for dry rubble shall be clean, durable rock of sizes and shapes suitable for the work to be done.

Details of Construction:-

The ground or slopes upon which dry rubble is to be placed shall be shaped up and prepared as may be necessary to provide suitable foundation and so as to require the minimum amount of rock to give finished work of proper strength and form.

The rock shall be hand placed in such manner as to be as compact and stable as is practicable, and in such manner as to give uniformly smooth and even exposed surfaces. Interstices shall be filled with spalls. All work shall be done in a workmanlike manner and in accordance with the directions of the Engineer.

Measurement and Payment:

Dry rubble shall be paid for at the price bid per cubic yard for that item, and the quantity to be paid for shall be the number of cubic yards in the completed work.

Where suitable rock is not available from the roadbed excavation, it shall be excavated from such points as the Engineer may designate, and such excavation as is necessary in the securing of suitable rock will be paid for at the unit prices bid for roadbed excavation. The bid price for dry rubble shall include the hauling of rock up to a distance of one-half mile. Haul in excess of one-half mile shall be paid for at the rate of thirty-five cents ($0.35) per yard mile. The number of yards of rock hauled shall be taken to be the same as the number of yards of dry

rubble constructed therefrom.

RIP RAP

Materials:

Rock for use in rip rap shall be hard, durable rock. At least fifty (50) per cent of the fragments shall have at least one dimension not less than twenty-four (24) inches, and none of the fragments shall have any dimension less than eight (8) inches.

Construction Details:

Rip Rap shall be deposited in uniform layers of such thickness as the Engineer may direct. Hand placing will not be required.

Measurement and Payment:

Rip Rap will be paid for at the price bid per cubic yard for that item, and the quantity to be paid for shall be the number of cubic yards in the completed work.

Where suitable rock is not available from the roadbed, it shall be excavated from such points as the Engineer may designate, and such excavation as is necessary in the securing of suitable rock will be paid for at the unit prices bid for roadbed excavation. The bid price for rip rap shall include the hauling of rock up to a distance of one-half mile. Haul in excess of one-half mile shall be paid for at the rate of thirty-five cents ($0.35) per yard mile. The number of yards of rock hauled shall be taken to be the same as the number of yards of rip rap constructed therefrom.

EXCESS EXCAVATION MATERIAL

Where there occurs an excess of excavation quantities in the balancing of cut and fill material, the excess quantities shall be distributed as directed by the engineer. In no case will the contractor be allowed to make waste piles or to widen the roadbed unevenly unless permission is given by the engineer. All excess material shall be used to widen roadbed uniformly, unless otherwise directed, and shall, if required, be hauled beyond the free haul limit. If for any reason the contractor should make waste piles contrary to the instructions of the engineer, or contrary to this specification, without the prior permission of the engineer, all such

wasted material must be picked up and placed in fills, according to the specifications and the engineer's instructions.

PROTECTION OF EMBANKMENT SLOPES

Where the materials available for embankment construction are of mixed classification and include solid rock, the solid rock material shall be placed on the outsides of the embankment for protection against erosion by wind or water. This work will require the selection, piling and rehandling of rock materials, and it shall be done in accordance with the instructions of the engineer.

Payment for embankment protection of the kind herein described, shall be understood to be included in and covered by payment for roadbed excavation, and no separate payment for same will be made.

CULVERT PIPE

Culvert pipe to be placed under this contract shall be Corrugated Galvanized Iron Culvert Pipe. Proposals for other types will not be considered.

Lostine-Enterprise Section - 4

BROKEN STONE SURFACING

Preparation of Sub-grade:

Before spreading the surfacing materials the contractor shall by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade with a surface free from ruts, humps and depressions.

The subgrade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared shall be maintained true to crown, grade and uniform surface.

In no event shall any surfacing materials be placed upon any section of the subgrade which is not, in the opinion of the engineer, in a condition suitable and satisfactory for surfacing.

All ditches shall be cleaned in a manner to provide proper drainage, and the materials, if suitable, shall be used to build up the subgrade or shoulders, or if not suitable, wasted uniformly along the sides of fills.

Width, Thickness & Number of Courses:

The surfacing shall have a top width of fourteen (14) feet, feathered to a width of eighteen (18) feet on the bottom. The surfacing shall be laid in two courses, each course having a cross section area as nearly one half the total cross section as can reasonably be obtained.

The top course shall entirely cover and overlap the bottom course, as indicated on the blue print section attached. In general, the surfacing shall be laid to a total depth of eight inches, loose measurement. Where, however, an eight inch thickness is not required, or is insufficient, the surfacing shall be laid in such thicknesses as the engineer may direct.

The thicknesses at all times shall be as ordered by the engineer, and quantities of material deposited in excess of those ordered by the engineer will not be paid for.

Materials:

All broken stone shall be clean, tough and durable rock, shall contain no vegetable or other deleterious material, and shall be free from soft, thin, elongated or laminated pieces. Materials shall be subjected to and must pass such tests as the

engineer may consider necessary to insure good material.

Materials of suitable quality can be obtained from quarries at stations 1443 and 1581 as indicated on the accompanying sketch map. Only the most suitable materials available from these sources or materials in every way equal thereto, will be allowed to be used. Materials from sources other than those shown shall be used only with the approval of the engineer.

All overburden shall be removed far enough in advance to prevent its becoming mixed with the surfacing materials.

Materials to be Secured by the Contractor:

The contractor will be required to furnish and develop all quarry sites, or other sources of materials, and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing materials.

In the event that the contractor, after due and diligent effort, finds it impossible to secure surfacing from any of the material sites designated as sources of suitable material, or from such other sources of materials as the Engineer may approve, without compliance to unreasonable restrictions or the payment of exhorbitant royalties, the State Highway Commission, at the Contractor's written request, will institute condemnation proceedings, or take such other steps as may seem advisable, for the securing of materials from the particular source, or sources, involved.

It is understood that the contractor will bear all expense of the condemnation proceedings, and all other expense to which the State Highway Commission may be put, and will pay such royalty costs or other considerations as the Court may award.

Means to Prevent Separation of Fine from Coarse Materials:

In the handling of materials the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible, materials in being transferred into stock piles, bins, or vehicles, shall be dropped vertically.

Sizes of Materials:

Materials for the base course shall be crusher-run broken stone with a maximum size of one and one-half ($1\frac{1}{2}$) inches as

determined by a one and one half (1½) inch circular opening.

Materials for the top course shall be crusher-run, broken stone with a maximum size of one (1) inch as determined by a one (1) inch circular opening.

The materials for each course shall be well graded from coarse to fine.

Dumping on Roadway:

The spreading of any course or layer of materials shall be done from suitable spreader wagons, end dump trucks with end gates adjusted to give the proper spread, or from piles dumped along the road. No segregation of large or fine particles will be allowed, and the materials as spread shall be free from pockets of large or fine material.

Hauling:

The direction of hauling, the direction of progress in surfacing construction, and the point or points of commencing surfacing construction shall at all times be under the control of the Engineer. The base course shall be constructed at such distance in advance of the top course as the Engineer may direct and whether hauling shall or shall not be done over the surfacing materials shall be determined by him. In these matters the Engineer shall be guided by the effect hauling over the surfacing materials may have upon the resultant surfacing. Hauling over the surfacing will be required as long as it tends to compact the materials. Hauling over the surfacing materials will not be allowed if it tends to work the materials into the subgrade or to churn the base course materials into the top.

Watering:

If, in the opinion of the Engineer, the surfacing materials should be sprinkled during the course of construction, the contractor will be required to do this on a force account basis, or it will be done by State forces without cost to the contractor.

Dragging:

The contractor shall do such blading and dragging of both the base and top courses as may be necessary to bring them

to a uniform grade and crown with a smooth and even surface, and as may be necessary to maintain them free from ruts and true to the crown, grade, and surface to which they are first constructed. They shall be so maintained until covered or until all surfacing to be constructed under the contract is completed.

Finishing Shoulders:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed trimmed up so as to provide a uniformly crowned and well drained cross section, as indicated on the plans. Any loose rock, stones or boulders that may be dragged to the surface or made to protrude by this operation, shall be removed from the roadbed and placed along the edge of the right-of-way.

Measurement and Payment:

The quantity of broken stone surfacing to be paid for shall be the number of cubic yards, loose measure, of broken stone furnished, delivered and incorporated in the work. Payment shall be made at the unit price bid for this item.

The unit price bid shall be understood to cover preparation of subgrade, cleaning of ditches, the furnishing, crushing, hauling, spreading and compacting of materials, the trimming and finishing of shoulders, and all other work involved in the construction of the finished surfacing, at the grade and to the cross-section indicated on the plans, and in accordance with these provisions. Filler will be paid for as specified hereafter.

Any rolling or sprinkling that may be required will be paid for as "Extra Work" or will be done by State forces.

MAINTENANCE MATERIALS

Materials for maintenance shall conform in every respect to the specifications for the materials for the top course of the surfacing. They shall be placed in neat, well formed piles of twenty-five (25) cubic yards each, spaced at intervals of approximately one-quarter (1/4) of one mile.

The particular places at which the piles shall be placed shall be designated by the engineer.

Payment shall be made at the unit price bid for material for maintenance, and this price shall be understood to include the furnishing, screening, crushing, hauling, and piling of materials, and the leveling or other preparation necessary for the sites upon which the materials are to be piled.

FILLER

Where the engineer so directs, there shall be added to and incorpora ted with the surfacing materials, a "filler" of sand, loam or other suitable material. Materials for this purpose shall be obtained from such sources as the Engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals alongside the work. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and when filler material is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "filler-haul" of twenty-five (25) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred (500)feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

6-10-22

State Oregon

Project No. 71
(Not to be filled in.)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) May 20, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

Sir:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of
Chapter 81, Laws of 1919
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for Maintenance

1. Local name of road Lostine-Enterprise Section of La Grande-Enterprise Hwy.
2. Located between Lostine and Enterprise, County of Wallowa
3. Points of beginning and ending From Wades Ranch, two miles east of Lostine, to Enterprise
4. Length in miles (gross) 7.89 (net) 7.89

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4288

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of La Grande-Enterprise

11. Improved roads adjacent or contiguous and type of each Graded and surfaced roads east and west

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 25, and (*c*) horse-drawn vehicles 2

13. Local traffic, approximate average daily number of (*a*) trucks 70, (*b*) passenger motor vehicles 100, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Unimproved road

15. Proposed width of surfacing 18'; feet between ditches 18'; approximate maximum gradient ..... per cent.

16. Proposed type of construction Grading and surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project various locations as indicated on sketch map

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

Sta 1438 38' Bridge

(Designate each by the same distinguishing marks as on sketch map.)

" 1440 120' "

" 1611 40' "

19. State's share of cost of construction will be provided by $37,677.58 and any additional amounts required. Sale of bonds authorized.

(State or (and) county.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 257, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 257 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Sta 1438 28' Bridge

(Designate each by the same distinguishing marks as on sketch map.)

" 1440 120' "

" 1611 40' "

19. State's share of cost of construction will be provided by $37,677.58 and any additional amounts required. Sale of bonds authorized.

(State or (and) county.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

21. Funds for maintenance to be provided by .....
(State or (and) county.)
from the following sources: .....
(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction.....

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4).....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project..... Standard forms of contract and contractor's bond

25. Reconnaissance estimate of cost of project:

Made by _____ Date _____, 19____

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
All Required		Clearing & Grubbing			600	00
	Cu. yds.	Excavation, ____% rock				
	Sq. yds.	Surfacing of				
25,500	Cu.Yds	Common Excav		23	5,865	00
27,000	" "	Intermediate Excav		46	12,420	00
15,500	" "	Solid Rock "	1	00	15,500	00
66,000	Sta.Yds	Overhaul		05	3,300	00
40	Lin.Ft	12" Culvert Pipe	1	25	50	00
3	only	Structures of 20′ span or under			9,000	00
		Structures over 20′ span				
920	Lin.Ft	Other items 18" Culv.Pipe	2	25	2,070	00
200	" "	24" Culvert Pipe	3	00	600	00
170	" "	36" " "	5	25	892	50
38	Cu.Yds	Class "A" Concrete	28	00	1,064	00
3,500	Lbs.	Metal Reinforcement		09	315	00
600	Cu.Yds	Rip Rap	2	50	1,500	00
82	" "	Hand Placed Rock	4	50	369	00
17,250	" "	Brok. Stone Surf.	1	94	33,465	00
2,500	" "	Filler		25	625	00
1,250	Yd. Mi.	Filler Haul		40	500	00
				Subtotal	88,135	50
				10% Engineering and Contingencies	8,813	55
				Total	96,949	05

Length, 7.89 miles.

Cost, $ $12,287.58 per mile.

This estimate approved by:

_____

(Title) Office Engineer

26. Amount of Federal aid desired $59,271.47

(State in lump sum or percentage, but not both.)

8—1256

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

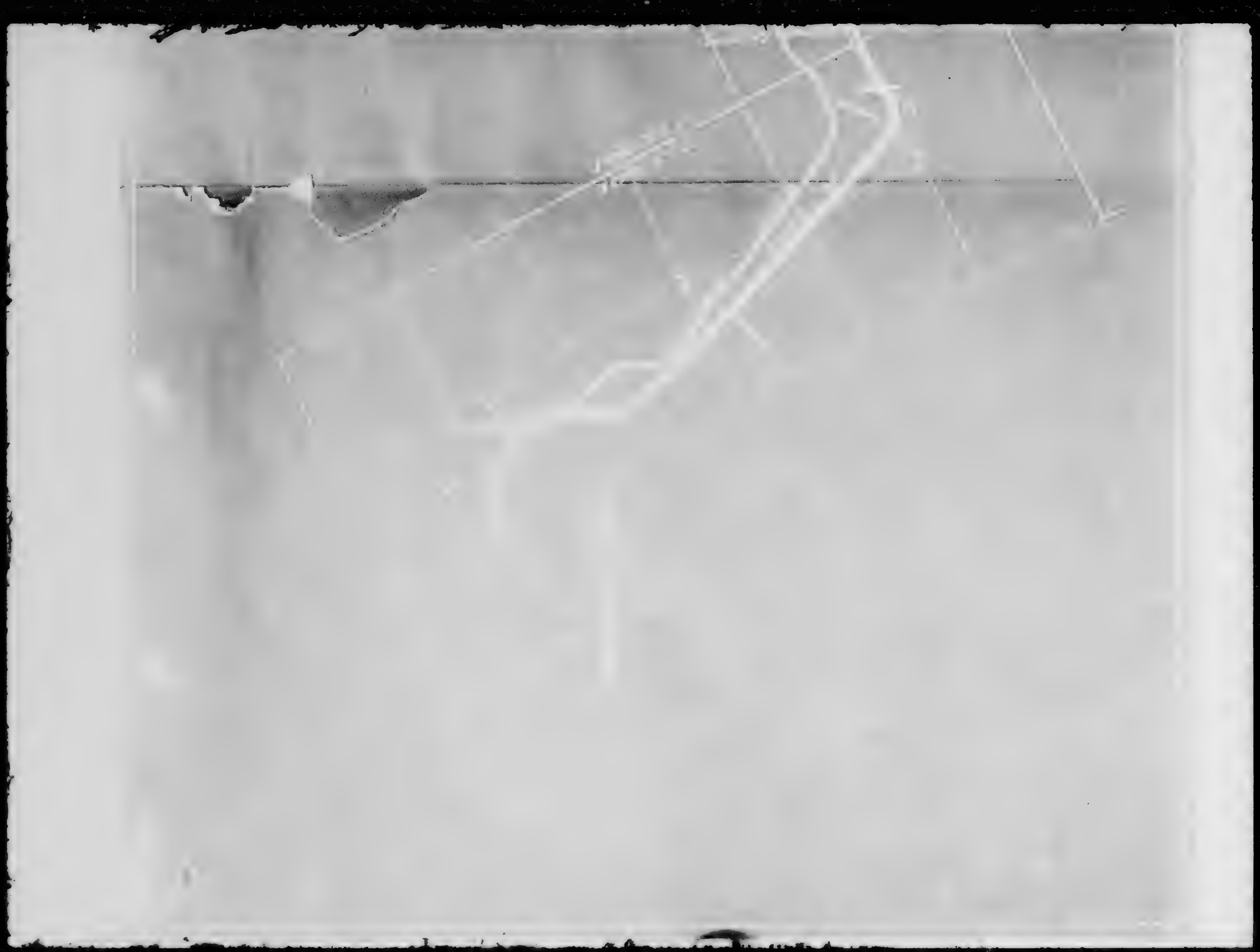
By

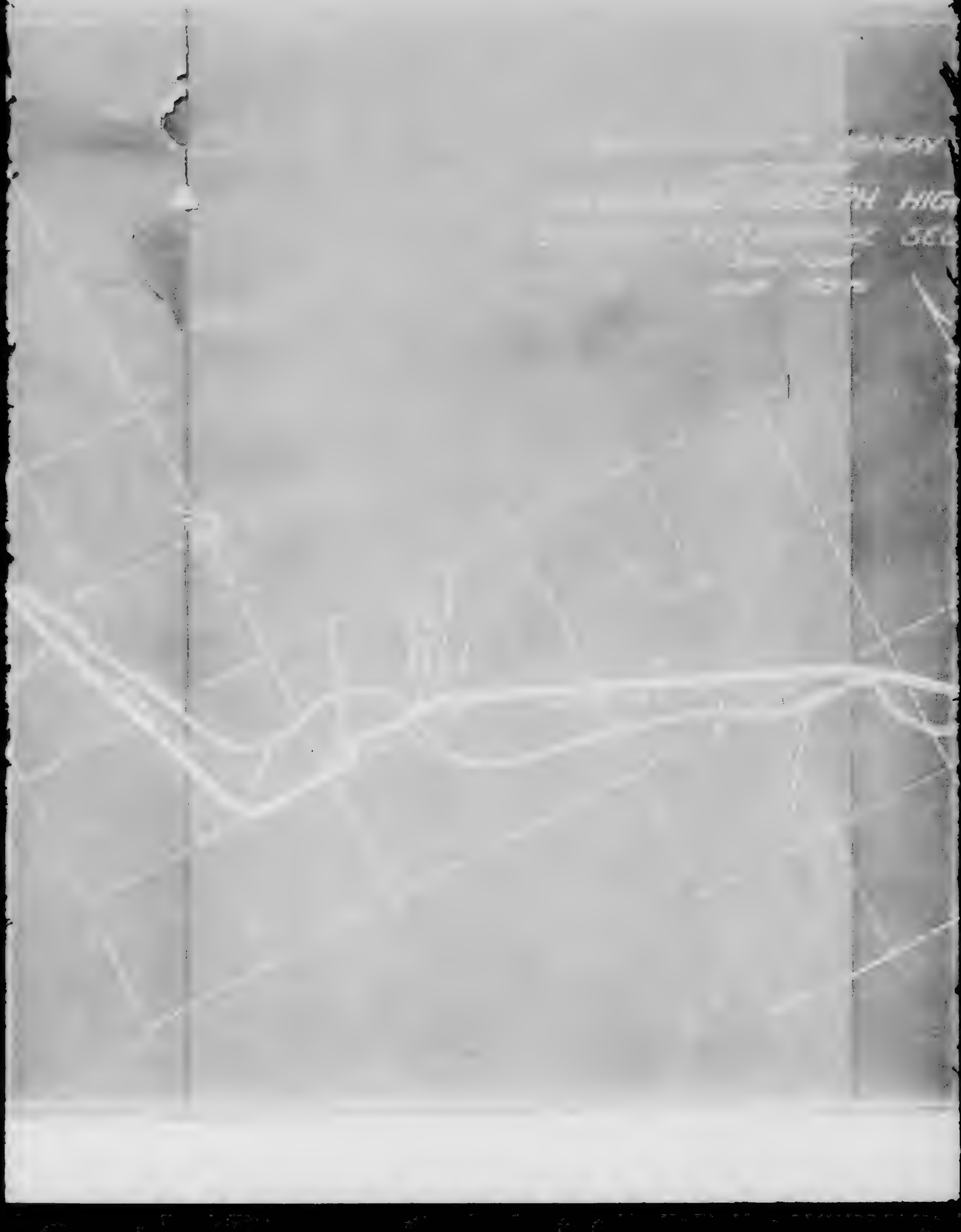
Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

8—1256





CONTRACT #573,
643

PR 69 Winchester Bridge 1922-1926

573,643

#573-10F
09.69

April 15, 1926.

American Surety Company of New York,
E. J. Lyons, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to H. H. Doring on contract No. 573 for the construction of a bridge over the Umpqua River on the Pacific Highway in Douglas County near Winchester.

This payment will be made on or after April 26th, 1926. Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

EG-69

November 1st, 1924.

California Oregon Power Company,
Medford, Oregon.

Subject: Right-of-way
for Winchester Bridge

Attention Mr. D. C. Tyre

Dear Sir:

In further reply to your letter of October 21st, in regard to right-of-way matters at the site of the Winchester bridge in Douglas County, have to advise that a sixty foot right of way was secured by the County Court of Douglas County by resolution.

It was the original intention that Douglas County was to negotiate for and secure a small tract between the highway and the river, but we are unable to find any record of other than the original resolution sixty foot right of way, and it is our belief that no other parcels were secured, in which case it is quite probable that the deeds you have in your files were not executed.

Yours truly,

ROY A. KLEIN,
State Highway Engineer.

By

J. S. Sawyer,
Division Engineer.

JSS:ER

...SSOR
...HOOL SUPT.
..., CORONER
... PRE..., ROAD MASTER
H. S. EPPSTEIN, SURVEYOR
AGNES M. PITCHFORD, JUV. OFFICER

DOUGLAS COUNTY

ROSEBURG, OREGON

GEORGE K. QUINE, COUNTY JUDGE
EDWIN WEAVER, R. W. LONG } COMMISSIONERS
GUY CORDON, DIST. ATTORNEY

COUNTY COURT
FIRST WEDNESDAY OF EACH MONTH

October 28, 1924

NOTED
J. S. SAWYER

Mr. J. S. Sawyer, Division Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

In reply to your communication of the 23rd, the quit claim deeds referred to by the Douglas County Water and Light Company were probably made up upon request of the county court who tried to secure the right of way for the Winchester bridge section but as they were unable to make any fair settlement from the different property owners they finally decided to put the road thru by resolution; consequently, the notices were posted and damages appraised by the county surveyor and board of viewers. This, as you know, gives you title tothe 60 foot right of way regardless of any quit claim deed. I talked with the county judge also went thru the records and have been unable to find any additional right of way for the park site or knoll you mention in your letter and I am positive that there is no right of way outside of the 60 feet.

Very truly yours,

F. C. Fraser

FF:WB

Roadmaster.

October 23, 1924.

Mr. F. C. Frear,
County Roadmaster of Douglas County,
Roseburg, Oregon.

Dear Sir:

We have just received a communication from the California-Oregon Power Company, stating that they have discovered in their files proposed forms of quick-claim deeds whereby the Douglas Water, Light & Power Company propose to convey certain strips of land to Douglas County for right of way for the Winchester Bridge. They further state that they have no completed record in their files as to whether these deeds were ever executed.

As I remember the circumstances, the sixty foot right of way proper was secured from them, and it has always been my understanding that the additional right of way covering the little park site on the knoll between the highway and the river was secured. Will you please look into this matter for me at your first convenience and advise what the Douglas County records show on this matter.

We are sending under separate cover for your information and guidance a blue print copy of the Winchester Bridge vicinity map which shows that it was the intent to secure these additional rights of way.

Yours truly,

HOY A. KLEIN,
State Highway Engineer.

By

Division Engineer.

JSS:ER

Oct. 23, 1924.

California-Oregon Power Company,
Medford, Oregon.

Attention Mr. D. G. Tyrr

Gentlemen:

This will acknowledge receipt of your communication of October 21st, your file 614, in regard to right of way matters at the Winchester Bridge site in Douglas County. Please be advised that we will look into this matter shortly and advise you as to the record.

Yours very truly,

ROY A. KLEIN,
State Highway Engineer.

By

Division Engineer.

JSS:ER

RECEIVED
OCT 23 1924
DIVISION ENGINEER

THE CALIFORNIA OREGON POWER COMPANY

HOME OFFICE

MEDFORD, OREGON

In reply please refer to our File Number

614

October 21, 1924.

RECEIVED
OCT 23 1924

State Highway Commission,
Salem, Oregon.

Gentlemen:-

I have run across in our files, proposed forms of Quit-Claim Deeds, whereby the Douglas Water, Light and Power Company propose to convey certain strips of land to Douglas County for a right of way for the Winchester Bridge Site.

Our copies are not completed copies and we are wondering if the proposed deeds were ever executed by the Douglas Water, Light and Power Company, and if so, whether you can furnish us with a completed copy of the executed deed. I doubt if the deed was ever executed, but there is nothing contained in our files to indicate why the matter was dropped, or what final determination was reached in regard to this transaction.

Yours very truly,

Dan'l G. Tyler

DGT-JCM. Secretary.

P.S. The correct name of the above Company, is the Douglas County Light and Water Company.

DGT

CB-69

Aug. 4th, 1924.

Mr. W. A. King,
Assistant Manager
American Surety Company,
600 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

In reply to your letter of the 31st ultimo, regarding final payment to Mr. H. E. Doering, for construction of the Winchester Bridge, please be advised that final payment has not as yet been made. This is not due for any particular reason, other than that the final vouchers, one a county voucher in amount $1,358.92, and the other a state voucher in amount $903.14, have not been returned to us by Mr. Doering with his signature. As soon as these are received from Mr. Doering properly executed, they will be placed in the hands of the Highway Commission for further approval and execution. They will then go through regular channels to the Secretary of State's office for the issuance of a warrant to cover. If the state voucher takes its regular course, it is likely not to be longer than a week before the final warrant is in Mr. Doering's hands. As to the county voucher, will say that all that Mr. Doering has to do is to present this to the County Court of Douglas County, where the same will, no doubt, be honored immediately.

I might further state that these two vouchers were mailed out to Mr. Doering for his signature on July 1st. Just why he is holding them up, we are unable to inform you, but expect that it is due to the fact that he wishes to check the various items over before accepting the same as final payment.

The construction of this bridge was completed on April 26, 1924, which was the official date of acceptance by the Highway Commission. The total amount paid to Mr. Doering under this contract is $97,485.83, which includes his final payments.

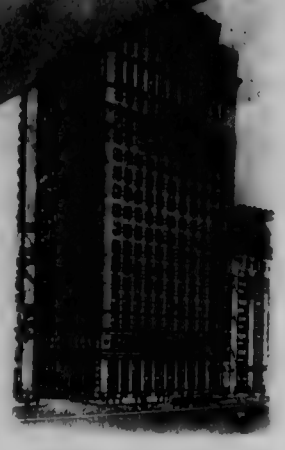
Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:ER



COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York.

Capital $5,000,000.

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE ATWATR 0116

PORTLAND, ORE.,

July 31, 1924

Re: #750246-A H. E. Doering

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

It is our understanding that final payment has been made to H. E. Doering on his contract #573 for the construction of bridge over Umpqua River in Douglas County, Oregon.

For record purposes, kindly advise approximate date that final payment was made to Mr. Doering, and oblige.

Yours very truly,

WJL:D

Assistant Manager

Completed April 26 1924

Total ... $17,485.93
... $1358.92 ... St. Tr.
... $73.14 ... Contr.
... Total ...

FG-69

CHAMBER OF COMMERCE

ORGANIZED FOR THE PURPOSE OF DEVELOPING
ROSEBURG AND DOUGLAS COUNTY
TELEPHONE 283
"Out in God's Front Yard"

Roseburg, Ore.

OFFICERS
A. F. SETHER, PRESIDENT
W. J. WEAVER, VICE PRESIDENT
T. H. NESS, TREASURER
WILL E. HOLBEIN, SECRETARY

Member Oregon State Chamber of Commerce

DIRECTORS
A. F. SETHER W. J. WEAVER
O. C. BAKER T. H. NESS
DEXTER RICE A. J. HOCHRADEL
L. CROCKER

APR 1 1924

April 3, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
State Highway Commission,
Salem, Oregon.

NOTED
R.A.K.

My dear Mr. Klein:--

In a letter you wrote me the other day you mentioned the fact that the approaches to the R. A. Booth bridge at Winchester were pretty rough. I was up that way the other day and I find that there is room for much improvement before the dedication. I do not wish to suggest anything to your department in this regard, but I think it would be a good thing if you could run down and look the approaches over some time before the dedication. I believe however, that a little fine gravel put on top of the heavy gravel and then rolled by a heavy roller would place them in good condition, but it should not be done while traffic is allowed over the bridge. It has been suggested that barriers be put up at each end of the bridge some days before the dedication, and that would give you ample time to complete any work that you might have to do there.

We are planning on placing ribbons at each end of the bridge on dedication day and have the first car containing Mr. Booth, the Governor and other officials of the state officials break these ribbons, thus opening traffic on the structure. If there is any other suggestion that you have to make in this matter I would be glad to have them. I am somewhat opposed to a too liberal use of bunting on the bridge proper, for the beauty of the bridge should not be hidden.

Assuring you of our hearty cooperation, I am,

Yours respectfully,

Will E. Holbein,
Secretary.

April 1, 1924.

Mr. Will E. Holbein, Secretary,
Dedication Committee,
Chamber of Commerce,
Roseburg, Oregon.

Dear Mr. Holbein:

I wish to thank you for your personal invitation to be present at the dedication of the Booth bridge. I am making my plans to be present on that date. I think, also, that all three members of the Commission will be present. I know of several others who have spoken of going so that I am sure you will have a representative gathering. Everybody is interested in showing their appreciation of the work which Mr. Booth has done for the state.

If you have not already done so, may I suggest that an invitation be sent to Mr. Walter Meacham, President of the Old Oregon Trail Association at Baker, Oregon; would also be pleased to have you send an invitation to Mr. James Stewart of Corvallis, who has always taken a prominent part in the state highway program, particularly as affects Eastern Oregon.

I am sure that Mr. W. B. Dennis of Carlton, Oregon, would appreciate an invitation. Mr. Dennis is a former member of the legislature and had a very prominent part in framing the original legislation and bonding acts, and he is also a very close friend of Mr. Booth's.

In the matter of taking part in the program, would say that this is something which I feel necessary to decline. The engineering department has always kept in the background in matters of this kind; I think it better form and proper that the Governor and the Highway Commission should be the ones to take part in the program and it would seem to me the right thing for the Governor to present the bridge to Mr. Booth in behalf of the people of the state, and perhaps the Chairman or one of the members of the Commission could take part in another part of the exercises, but please leave me out of the speaking program as I do not qualify at all as a speaker and would be very much embarrassed.

We will be very pleased to send you half a dozen unmounted, glossy finish photographs of the marker tablet. We are sending the design to the foundrymen today so that the work will be completed in plenty of time.

At the present time, I understand th t the approaches to the bridge are in rather poor condition. We will, however, endeavor to have this condition remedied and the rock surfacing placed in the best possible condition at the time of the opening.

Very truly yours,

State Highway Engineer.

RAK:LM

CHAMBER OF COMMERCE

ORGANIZED FOR THE PURPOSE OF DEVELOPING
ROSEBURG AND DOUGLAS COUNTY
TELEPHONE 283

"Out in God's Front Yard"

Roseburg, Ore.

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WILL E. HOLBEIN, SECRETARY

Member Oregon State Chamber of Commerce

DIRECTORS
A. F. SETHER W. J. WEAVER
O. C. BAKER T. H. NESS
DEXTER RICE A. J. HOCHRADEL
L. CROCKER

March 31, 1924.

RECEIVED
APR 1 1924
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
State Highway Commission,
Salem, Oregon.

My dear Mr. Klein:--

I have your two letters of recent date and wish to thank you for them.

I think that the action of the State Highway Commission in providing the tablets to be unveiled during the dedicatory exercises of the R. A. Booth bridge is a splendid thing, and I do not see how the wording for them could be improved. We will provide a somewhat separate ceremony for the unveiling of these tablets, and may I suggest to you that either you or one of the State Highway Commission give the address of presentation to Mr. Booth. It would come better that way I am sure than to have any other person do it. Let me know about this so that we can arrange our program accordingly.

I want to thank you most heartily also for the mileage table. This will be of great use to us not only for the bridge dedication for our literature that we are getting ready to publish. It was most thoughtful of you I am sure.

Just as soon as the tablets are cast I wish you would send me a half dozen unmounted, glossy finish photos of them to be used with our publicity in the daily newspapers of the state before the dedication. We have some excellent pictures of the bridge just taken, and have asked for photos of Mr. Booth also.

I have taken the liberty of asking Mr. McCullough, bridge engineer to make thetalk concerning the details of the bridge, and if you will assume the details of the unveiling of the tablets I think this would be nice of you.

If there is anything that we can do down here at any time pleasex write me.

Yours respectfully,

Secretary

March 29, 1924.

Mr. Will H. Holtein, Secretary,
Chamber of Commerce,
Roseburg, Oregon.

Dear Sir:

About two weeks ago, Mr. E. B. Lose of Oakland was here in the office and talked with the writer regarding the dedication services of the Robert A. Booth Bridge. At that time I told him that this department would be glad to cooperate to the extent of furnishing the name plates for the structure without cost to the county. This letter is for the purpose of confirming that conversation so that the matter will be understood.

Tentatively the following wording has been suggested:

AS A TRIBUTE TO
ROBERT A. BOOTH
IN APPRECIATION OF HIS SERVICE TO
THE STATE OF OREGON
THIS BRIDGE IS DEDICATED
BY HIS FRIENDS AND NEIGHBORS
APRIL 27, 1924.

If a more suitable wording suggests itself, please advise.

There will be two of these plates, one to be placed in the balconies or recesses at each end of the bridge. The plates will be cast in bronze and we will arrange to have them placed in position a day or two before the opening and kept covered so that the committee can use the uncovering of the plates as a part of the exercises if they wish.

Very truly yours,

State Highway Engineer.

BAK:HI

CHAMBER OF COMMERCE

ORGANIZED FOR THE PURPOSE OF DEVELOPING
ROSEBURG AND DOUGLAS COUNTY
TELEPHONE 283
"Out in God's Front Yard"

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O. C. BAKER T. H. NESS
DEXTER RICE A. J. HOCHRADEL
L. CROCKER

Roseburg, Ore.
March 21, 1924

MAR 23 1924

Hon. Roy A. Klein,
State Highway Engineer,
Salem, Oregon

My Dear Sir:

The Committee on Arrangements of the dedication of the bridge on the Pacific Highway at Winchester north of this city, has given me the very great pleasure to invite to attend the dedicatory exercises, which will be held at the bridge on Sunday, April 27th, 1924, beginning right after lunch. As you know this bridge one of the largest and best of its kind that has been built in Oregon by the State Highway Commission, and it is proper that more than passing attention be taken of its completion.

But we think that a greater reason for making the dedicatory exercises a dignified and important occasion is for the fact that itis to be named after R. A. Booth, that man who had so much to do with the building of Oregon's splendid highway system. We feel that it is an honor to us to honor this man, and we are sure that you will wish to be present and assist us in the celebration.

Among the speakers for the occasion we will have Governor Pierce Mayor Baker of Portland, Bishop Walter Sumner, R. A. Booth, and others. Arrangements are being made to have bands present and also have community singing, so that the program will be varied and intersting.

We not only wish you to be guests of the committee but ask you to bring as many friends as you possibly can, so that we may set a new mark in the proper observance of great triumphs and public works that are not only useful but beautiful to the eye. We of the west, need more shrines and we should make of the R. A. Booth bridge one of these shrines that we will go to ofte, and stop and admire.

If you come to Roseburg by train please let us know so that we can arrange for conveyance to take you and your friends to and from the bridge.

Hoping that you will be with us on April 27th, I am,

Yours respectfully,

Wm. E. Holbein

Secretary for the
Dedication Committee.

P0969

February 25, 1924

Joplin & Eldon,
507 Couch Building,
Portland, Oregon.

Gentlemen:

Your request for extension of time on contract No. 643, Winchester Bridge approaches on the Pacific Highway in Douglas County, was considered at the meeting of the Commission on January 10th and the following action was taken:

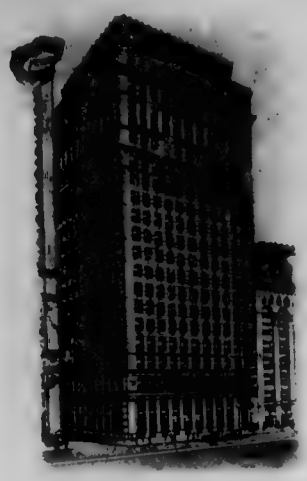
"Joplin & Eldon, contract No. 643, Winchester Bridge approaches on the Pacific Highway in Douglas County, requested an extension of time to January 20, 1924. The Engineer recommended that the extension be granted without penalty since the contractors encountered unforeseen difficulties in handling the work on this contract. Recommendation approved by the Commission".

Very truly yours,

State Highway Engineer.

RAK:LM

Contract #5[illegible]



Company's Home Office Building.

American Surety Company

of New York.

Capital $5,000,000.

10 P C

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE ATWATR 0116

PR 69

PORTLAND, ORE.,

October 30th, 1923.

Re: 750246-A : H. E. Doering, -to- State Highway Commission of Oregon, Const. Bridge over Umpqua River, $60,199.00.

Mr. Roy A. Klein,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This will acknowledge receipt of yours of the 25th instant concerning an unpaid bill of Mr. H.E. Doering, who appears to be indebted to John Hakanson & Company for $679.58 on account of the Winchester Bridge.

We have interviewed Mr. Doering concerning this matter, and have his assurance that the matter will be given his prompt attention. At the same time he advised us that he has effected a settlement with the Lumber Company, another claimant, on the same contract.

Very truly yours,

W. J. Lyons

Manager.

WJL-s

NOTED

October 25, 1923

10-4

American Surety Company of New York,
c/o W. J. Lyons, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you as surety on the bond furnished by H. E. Doering in connection with his contract for the Winchester Bridge, that we have received a claim against Mr. Doering in amount $479.56 which claim covers the furnishing of gravel by John Salmonsen & Company for use in this bridge.

We understand that Mr. Doering has refused to pay this claim.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

State Highway Engineer

HEG:LM

September 20th, 1925

10 PC
PR 69

E. O. Lumel
Attorney at Law
c/o Foster, Potter & Lumel
Eugene, Oregon

Dear Mr. Lumel:

I am sending you under separate cover a copy of the contract covering the construction of the Winchester Bridge. I am advised that this structure has been completed and final settlement will be made within possibly thirty days. I have requested that before final settlement is made the attention of the Surety Company be called to the fact that there are some unsettled claims against the contractor, and likewise a lawsuit pending concerning one of the claims.

This copy of the contract which I have sent you is not certified to as a correct copy for the reason that Mr. Klein is absent from the office. In case you find it necessary to use this in court, I will thank you to return it to me and I will see that it is properly certified so as to be admissible in evidence.

I am advised that there is considerably in excess of $9000 yet due the contractor, so there ought to be ample to take care of all of the claims.

If I can serve you further in this matter, let me know.

Very truly yours,

Assistant Attorney-General.

JMD:EB

September 8, 1925

R969

Mr. L. M. Jennings,
c/o John Eakanson & Company,
Roseburg, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of September 1st advising us that you have a claim of $1,179.50 against H. H. Doering on his contract for the Winchester bridge in Douglas County.

This contract has not been completed and final payment has not been made. If your claim is a legitimate one and you are unable to secure settlement from Mr. Doering, we would suggest that you file the same with his surety on the bond, which is the American Surety Company of New York, W. J. Lyons, Yeon Building, Portland, Oregon, agent.

Very truly yours,

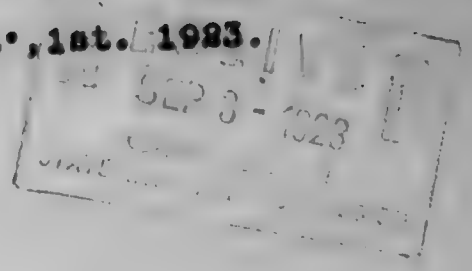
ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

JMcP:LH

Roseburg, Oregon. Sept. 1st. 1923.



State Highway Commission of Oregon,

Salem, Oregon.

Gentlemen:-

Please advise me if you have made final settlement with Mr. H.E. Doering for the Pacific Highway bridge at Winchester, Oregon.

I am making this inquiry as there is a balance of eleven hundred seventy nine and 58/100 ($1179.58) still due us for sand and gravel delivered to that job . Thanking you in advance for your answer

We are y

Yours truly,

John Hakanson & Co.,

By R.M. Jennings

Please send reply to R.M. Jennings,

Roseburg, Oregon.

Contract #573
Winchester Bridge - Douglas County.
American Surety Company of New York.
W. J. Lyons, Resident Vice President. Portland, Oregon
99.0%

August 25, 1923.

PR 69

Mr. H. E. Doering,
568 Maple Street,
Portland, Oregon.

Dear Sir:

At the meeting of the Highway Commission held in Portland on July 30th, your request for an extension of time on contract No. 573 was considered and the following action was taken by the Commission:

"H. E. Doering, contract No. 575, bridge over the South Umpqua River at Winchester, requested an extension of time to August 15, 1923. In view of the circumstances surrounding this contract, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission."

Very truly yours,

State Highway Engineer.

RAK:HI

July 16, 1925.

Joplin & Elden,
Couch Building,
Portland, Oregon.

Gentlemen:

I am advised by the Bridge Department that construction has progressed to the point on the Winchester Bridge that they can definitely specify the date of August 10 when you may start hauling material over the bridge for the south approach fill.

Will you kindly so arrange your work as to start promptly after this date so that we may have the grading work completed in time for gravelling before the wet weather?

Very truly yours,

R. A. KLEIN
State Highway Engineer.

By

Division Engineer.

JCH:AP

CC Mr. J. S. Sawyer, Asst. Engr.
Springfield, Oregon

Mr. Stewart Mitchell, Asst. Jr. Engr.,
Roseburg, Oregon.

May 12, 1923.

101

American Surety Company,
600 Yeon Building,
Portland, Oregon.

PRH 69

Attention Mr. W. J. Lyons, Manager

Gentlemen:

Receipt is acknowledged of your inquiry of the 11th instant, regarding the present status of the contract held by Mr. H. E. Doering for the construction of the Winchester Bridge.

In reply, will say that our records show that the work is practically seventy-five per cent complete at this time. The contractor has earned approximately $85,035.00 to date, of which amount $61,350.22 has been paid. We have a retained percentage of $9,029.85. The difference between the amount paid and amount earned is accounted for by this retained percentage and a deduction made for cement furnished by the state amounting to $14,714.93.

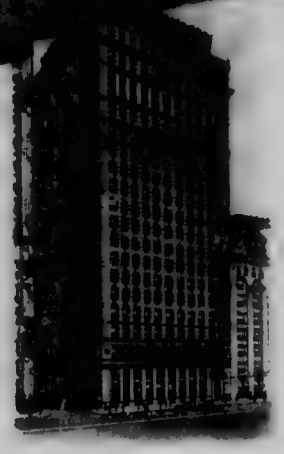
Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

HBG:HI



Company's Home Office Building.

American Surety Company
of New York

Capital $5,000,000.

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE ATWATR 0116

PORTLAND, ORE.,

May 11th, 1923.

Re: 750246-A : H. E. Doering, to State Highway Commission, construction Winchester Bridge, $60,199.00.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This will acknowledge receipt of yours of the 10th instant, to which was attached copy of notice filed by the Western Lumber & Export Company for lumber and materials delivered to the above named principal, in the amount of $1191.68.

I would thank you very kindly to inform me the percentage of the work done; the amount paid Mr. Doering, as well as the amount of retained percentage in the hands of the Highway Commission at this time.

Mr. Doering informs me that he believes the contract should be completed on or about July 1st.

Very truly yours,

Manager.

WJL-s

75% Complete

Total amount earned ₦85,095.00

Total amount paid to date ₦61,350.22

Retained percent ₦9,029.85

Total Deduction cert. #7

Amount due ₦14,714.93

10 9P

10-4

April 30, 1923

Joplin & Elkson,
507 Couch Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith is one executed copy of the contract No. 643 for the grading of the approaches to the Winchester Bridge on the Pacific Highway in Douglas County, which was awarded to you at the meeting of the Highway Commission on March 27. You may keep this copy for your files.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RAK:EM

1 Encl.

10-4

February 14, 1923

County Court of Douglas County,
Roseburg, Oregon.

Gentlemen:

In response to your inquiry of February 3rd relative to the estimated costs of the Winchester bridge and Shady Overcrossing, beg to advise that our present estimate on the Winchester bridge is $122,500 and on the Shady Overcrossing the estimated cost is $60,000.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,
By
Secretary.

BAK:EM

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

December 13, 1922.

RECEIVED
DEC 14 1922
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 69, (Winchester Bridge), have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,
C. H. PURCELL, District Engineer,

By C J McKeown
acting

Form P. R. 2

State Oregon

Project No. 69

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

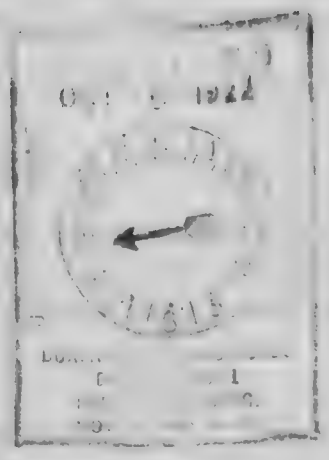
APPROVED JULY 11, 1916

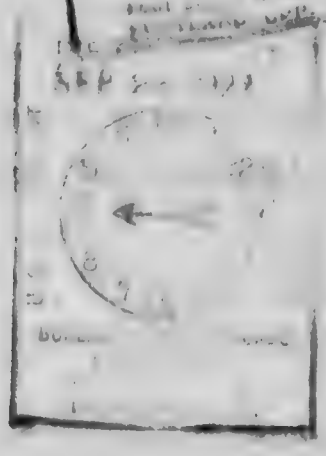
AMENDED FEBRUARY 28, 1919

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921





WASHINGTON
GOVERNMENT PRINTING OFFICE
1922

Form P. R. 3

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of October, 1922
by and between the State Highway Commission of Oregon
, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," and by Act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes":

Whereas the Highway Department of said State submitted on the 10th day of May, 1922, a project statement, which was approved by the Secretary on the 15th day of August, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 15th day of August, 1922, and approved by the Secretary on the 25th day of Nov, 1922; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty thousand, nine hundred sixty-eight and 14/100
dollars ($80,968.14) as the share of the United States payable under said act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ..from sale of bonds authorized by legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.....
(Include amount, date, and citation of act of legislature by which authorized.)

*(b) By the count..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

such funds having been placed under the direct control of the Highway Department by .....
(State how placed under direct control of Highway Department.)

*(c) By the count..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

*(d) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. This agreement covers the following ~~road~~ bridge as described in detail in said surveys, plans, and specifications:

~~Section~~ Bridge over the North Umpqua River at Winchester

.....terminal points, a distance of ..... miles, known locally as the Winchester Bridge, Pacific Highway, Douglas County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that within a reasonable time suitable connections will be constructed between this project and the existing paved road, by or under the direction of the Highway Department, in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or his authorized agents.

(d) Payment of the United States' pro rata share of the cost of this project, over and above $ 67,166.19, shall be made from the appropriation of $50,000,000 authorized to be made for the fiscal year 1923 by the Postoffice Appropriation Act of June 19, 1922, (Pub. No. 344, 67th Cong.), but such payment shall not be made until the appropriation so authorized to be made shall actually have been made by Congress.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of eighty thousand, nine hundred sixty-eight and 14/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of one hundred thirty-two thousand, four hundred thirty-seven and 80/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $[illegible] per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

(Include reference to statute authorizing

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with the acts of July, 11, 1916, or November 9, 1921, as follows:

*(*a*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....

(Include reference to statute authorizing .....
funds, probable amount annually available, and how will be placed under direct control of Highway Department.)
.....

*(*b*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute authorizing .....
funds and probable amount annually available.)
.....

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....
.....
.....

*(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 25th day of November, 1922.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. FR. 3

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~rural post road between~~ bridge over the North Umpqua River at Winchester locally known as the Winchester Bridge, Pacific Highway, Douglas County, and designated in the records of this Department as Project No. 69, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 132,437.80 as the total estimated cost of said project, and the sum of $ 80,968.14 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 25th day of November one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—1922

July 31st, 1928

C. H. Purcell,
District Engr.
Bureau of Public Roads,
Portland, Oregon.

P. H. 69

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for Project Agreement on the Winchester Bridge, Oregon Federal Aid Project No. 69

Yours very truly,

HERBERT HUNT,
State Highway Engineer

By

Office Engineer

Dic by J. W. DeCoum

AP

OREGON STATE HIGHWAY COMMISSION PROJECT NO. 69

WINCHESTER BRIDGE ON THE PACIFIC HIGHWAY

IN DOUGLAS COUNTY

Salem, Oregon, July 29, 1922

(Estimate as basis for project agreement. Based on Contract Prices)

2,860	cu.yds	Class "A" Concrete	$24.75	$ 70,785.00
790	" "	Class "B" Concrete	22.50	17,775.00
445,000	Lbs.	Metal Reinforcement	.05	22,250.00
1,822	Lin.ft.	Concrete Handrail	4.00	7,288.00
500	cu.yds	Excavation	4.00	2,000.00
50	" "	Excav. below plan elev.	6.00	300.00
		Sub-total		$ 120,398.00
		10% Engr. & Cont.		12,039.80
				$ 132,437.80

State Funds Available	$ 51,469.66
Federal Aid Requested	80,968.14
	$ 132,437.80

54/

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING.
PORTLAND, OREG.

July 27, 1922.

RECEIVED
JUL 28 1922
OREGON

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir;

Referring to bids as received for construction of the Winchester bridge, Oregon Federal aid project No. 69, it appears to this office that the unit prices for the various items are very reasonable, and, if anything, somewhat low for this character of construction. A rough summary of costs for the steel truss type of bridge for this same site indicates that there is a very small difference in total cost between the steel and concrete types, but as the life of the concrete structure will be much greater than that of the steel, it is apparent that the concrete structure is much more economical than a steel structure would be.

For these reasons we see no objection to accepting the concrete type, and the contract price according to the bids received is satisfactory to this Bureau.

Very truly yours,

C. H. PURCELL, District Engineer,

By J. D. Mercier
Acting.

Noted
Engle

BR 69

OREGON STATE HIGHWAY DEPARTMENT
Project No. 69

Winchester Bridge on the Pacific Highway in Douglas County
(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, July 22, 1922.

Class A Concrete	2260 cu. yds.	at	$25.00	=	$ 71,500.00
Class B Concrete	796 " "	=	20.00	=	15,920.00
Metal Reinforcement	445,000 lbs.	=	0.055	=	24,475.00
Concrete Handrail	1922 lin. ft.	=	4.50	=	8,199.00
Excavation	500 cu. yds.	=	3.50	=	1,750.00
Exc. below elev. shown	50 cu. yds.	=	5.00	=	250.00
		Sub-Total		=	$121,974.00
	10% Engineering & Cont.			=	12,197.40
	Total			=	$134,171.40
State Funds Available				=	$ 32,145.40
Federal Aid Requested	_____	(81.13673%)		=	82,026.00
	Total			=	$134,171.40

PROJECT STATEMENT

May 13th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 69

Dear Sir:

Herewith we are enclosing four signed copies of project statement for the Winchester Bridge on the Pacific Highway, in Douglas County. We have assigned this project No. 69.

Designs for this structure are now in course of preparation and copies of plans will be sent you as soon as they are available.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Mbs by J.W. DeCoux
GHC
Encls

STATE Oregon

PROJECT NO. 69
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) May 10, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of Chapter 31 Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Winchester Bridge on Pacific Highway
2. Located between Winchester and Wilbur, County of Douglas
3. Points of beginning and ending across North Umpqua River at Winchester
4. Length in miles (gross) 912 Lin. Ft. (net) 912 Lin. Ft.

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4288

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Necessary structure on Pacific Highway

11. Improved roads adjacent or contiguous and type of each Structure is in one-half mile unimproved gap which will be graded and paved in near future. Under contract for paving north and south from gap.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks _____, (*b*) passenger motor vehicles 200, and (*c*) horse-drawn vehicles _____

13. Local traffic, approximate average daily number of (*a*) trucks 8, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicles 8

14. Description and present condition of traveled way Traffic is around old road which has metal surface. Not adequate for Pacific Highway traffic.

8—4316

15. Proposed width of surfacing curbs 19' - 4"; feet between ditches ; approximate maximum gradient 5.28 per cent.

16. Proposed type of construction Reinforced Concrete Structure

17. Location, nature, and extent of deposits of local materials suitable for use on this project gravel available at bridge site

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by state

(State or (and) county.)

20. Amount of funds which are/will be available for construction: (a) State $42,710.06 and such additional amounts as may be required. Sale of bonds authorized

(Amount.) (Source; refer to statute.)

(b) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

D

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard forms of bridge contract and contractor's bond.

25. Reconnaissance estimate of cost of project:

Made by Merle Reserve Date May 1, 1922

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ____% rock				
	Sq. yds.	Surfacing of				
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
3,100	Cu. Yds.	Class "A" Concrete	21	00	65,100	00
480,000	Lbs.	Metal Reinforcement		05	24,000	00
1,825	Lin. Ft.	Concrete Handrail	4	50	8,257	50
650	Cu. Yds.	Excavation	3	00	1,950	00
				Subtotal	99,307	50
				10% Engineering and Contingencies	9,930	75
				Total	109,238	25

Length, _____ miles.

Cost, $_____ per mile.

This estimate approved by: S. W. Robert

(Title) Office Engineer

26. Amount of Federal aid desired $87,190.19

(State in lump sum or percentage, but not both.)

27. Payment desired on completion or as work progresses [redacted]

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project [redacted]

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

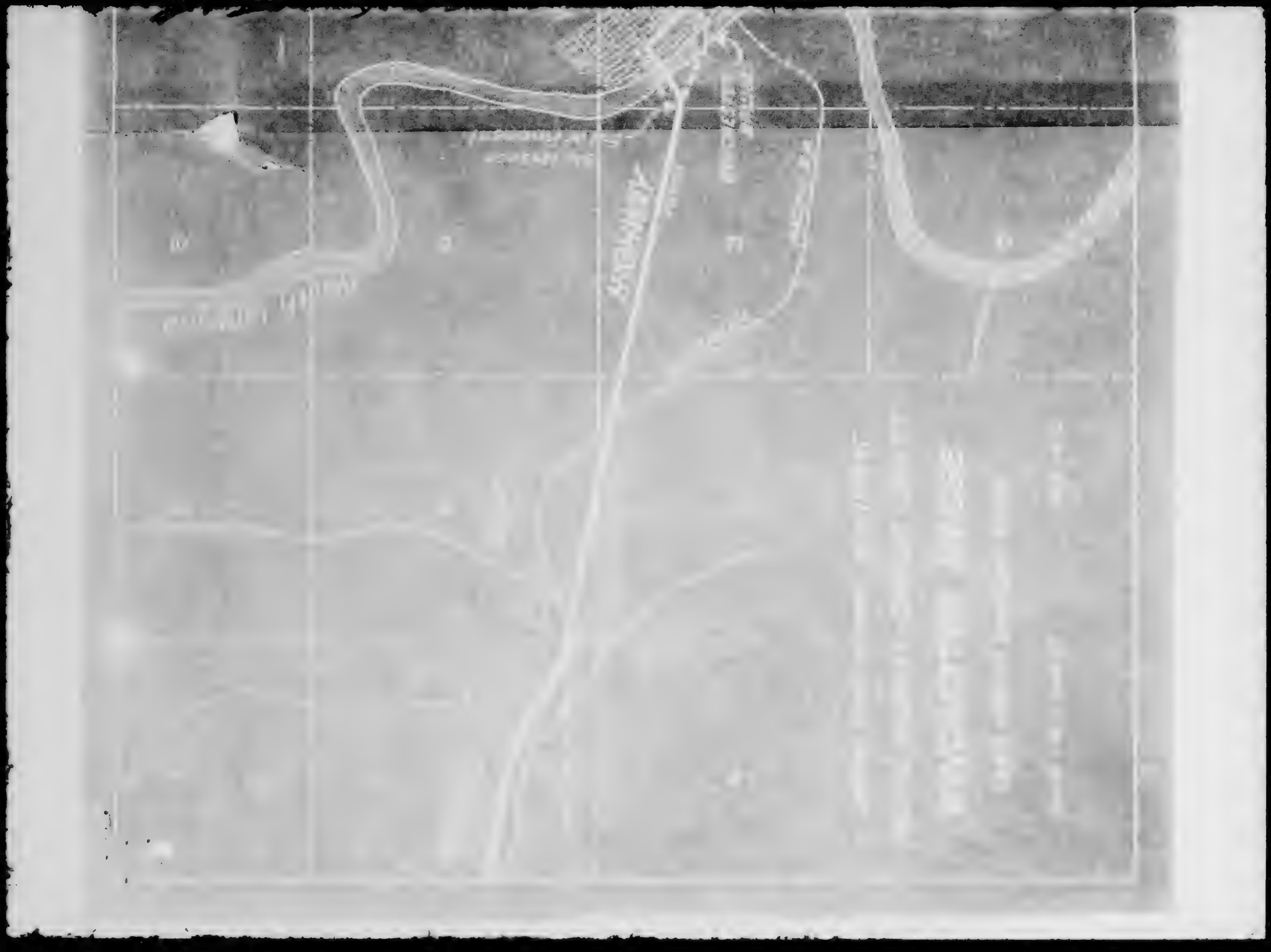
Respectfully submitted,

[redacted]
(Official title of Highway Department.)

By [redacted]
(Title of officer.)

By [redacted]
(Title of officer.)

By [redacted]
(Title of officer.)



ROSEBURG

CONTRACT # 574

SEE:

CONTRACT # 555

574 SEE: Contract 555

CONTRACT #580

580 SEE: Contract 485

CONTRACT # 581,
657, 1110, 1207, 1275,
1408, 1826,

PR 73 Multnomah County Line-Newberg 1923
1947-1982 1707-1753
581, 657, 1110, 1207, 1275, 1408 Folder # 3

PR 73 Multnomah County Line-Newberg 1923
1947-1982 1707-1753
581, 657, 1110, 1207, 1275, 1408 Folder # 3
1926

Form 320—334—7-36

FA 73

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 6, 193 9

Section Middleton-Votaw — *Kind of work* Grading & Paving

Highway West Side Pacific — *Section prefix* 34-1110

Contractor Mt States Construction Co. — *Contract number* 1982

Date of contract May 5, 193 7 — *Date of completion* November 30, 193 7

Date work started ....., 193 — *Estimated date of completion* ....., 193

Amount of contract . . . . . $53,517.00 — *Per cent of time elapsed* .....%

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $ 13.55 ....., ...% — *Date project was completed* ....., 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Run levels from Six Corners to Sherwood as per Mr. Smith's letter of May 1.

NOTED
RAY WEBBER

NOTED
H. W. LEWIS

NOTED
VAN SCOY

Signed W. C. Broadwell

Address 9200 SE. McLoughlin Blv'd

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Showers		
Friday	Clear		
Saturday	Pt. Cloudy		

FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

N. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
May 17, 1938

NOTED
State Highway Engineer

RECEIVED
MAY 18 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith a list of the settlements which have taken place on the big fill at the foot of Rex Hill. You will remember the right side of the fill was finished and paved and traffic put over it before the left side of the fill could be made.

The maximum settlement amounts to 2.5% of the height and the average is about 1.5%. Settlement during the last six month period has been slight, even though it was during the winter. Only about one-third of the points measured show any settlement.

These tests indicate the construction of a fill in halves is feasible, provided the following features are favorable:

(1) Fill material suitable---in this case, rock.

(2) Little or no subsidence of material under the fill.

(3) Care taken to secure uniform compaction by thorough manipulation under heavy tractors. Particular care taken in this case to secure good compaction at the joint between the right and left hand halves of the fill.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

FAC:DP
CC R. H. Baldock
H. W. Libby

Encl.

U.S. ENGINEER OFFICE
E. E. TON AVENUE, JACKSON
E. B. ALDRICH, LIEUTENANT COLONEL
HENRY E. CABELL, CHAIRMAN
COMMISSIONERS
4-28

OREG

E. A. Collier
May 16, 1938

BEK HILL FILL SETTLEMENT

Concrete Pavement—Right Side Finished Sept. 25, 1936—Left Side Nov. 10, 1936
Levels Taken by H. C. Broadwell on Dates Shown
Total Settlement in Feet
Maximum Settlement 2.5%—Average Settlement 1.5%

* * * * * * *

Station	Depth Fill on Center Line	Left Side Settlement			Right Side Settlement		
		4/28/37	11/1/37	5/10/38	4/28/37	11/1/37	5/10/38
694+59.4	2'	0.04	0.04	0.04	-	-	-
694+99.4	7'	0.01	0.03	0.03	-	-	-
695+50	18'	0.08	0.08	0.08	0.02	0.03	0.03
696+00	31'	0.21	0.23	0.23	0.07	0.08	0.08
696+50	39'	0.25	0.34	0.34	0.12	0.16	0.16
697+00	43'	0.31	0.41	0.41	0.17	0.27	0.27
697+50	44'	0.40	0.51	0.51	0.28	0.34	0.34
697+91.9	42'	0.36	0.49	0.53	0.33	0.38	0.43
698+31.9	41'	0.42	0.54	0.55	0.29	0.41	0.41
698+71.9	39'	0.54	0.60	0.64	0.31	0.41	0.41
699+11.9	37'	0.52	0.68	0.70	0.35	0.44	0.44
699+51.9	37'	0.62	0.71	0.72	0.38	0.47	0.47
699+91.9	37'	0.56	0.65	0.67	0.44	0.49	0.49
700+31.9	37'	0.61	0.70	0.71	0.46	0.54	0.54
700+71.9	39'	0.59	0.65	0.66	0.45	0.54	0.54
701+11.9	39'	0.61	0.71	0.71	0.50	0.59	0.59
701+51.9	35'	0.67	0.75	0.77	0.59	0.68	0.72
701+91.9	31'	0.66	0.77	0.77	0.62	0.69	0.73
702+27.6	30'	0.59	0.72	0.74	0.57	0.67	0.69
702+67.6	28'	0.45	0.57	0.57	0.41	0.42	0.53
703+07.6	26'	0.39	0.45	0.47	0.24	0.32	0.33
703+47.6	26'	0.21	0.25	0.27	0.18	0.23	0.23
703+87.6	27'	0.12	0.17	0.19	0.15	0.21	0.21
704+27.6	23'	0.06	0.10	0.10	0.13	0.15	0.15
704+67.6	16'	0.05	0.09	0.09	0.18	0.20	0.20
705+07.6	13'	0.02	0.04	0.04	0.16	0.17	0.17
705+47.6	11'	0.01	0.03	0.03	0.06	0.09	0.09
705+87.6	8'	-	-	-	0.03	0.04	0.04
706+27.6	6'	-	-	-	0.04	0.04	0.04
706+50	4'	-	-	-	0.01	0.03	0.03
707+00	2'	-	-	-	0.01	0.02	0.02
707+50	0	-	-	-	0.04	0.04	0.04

Form 850—526—4-37

73

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 19, 1938

Section Rex Hill - Newberg — Kind of work Grading & Paving

Highway Pacific, West — Section prefix 36-1104

Contractor Mt. States Const. Co. — Contract number 1947

Date of contract January 14, 1937 — Date of completion October 31, 1937

Date work started February 9, 1937 — Estimated date of completion October 14, 1937

Amount of contract . . . . . $ 83,445.00 — Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 92,354.71

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 6,405.00, ... % — Date project was completed Oct. 14, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished laying all the 18" CI pipe and Relaying the 12" C.I. pipe Thursday night when the weather gets better we will lay the 24" and 18" Concrete pipe at 78+00 under Fernwood road.

I sent in a payroll for Banks and Monroe.

MAR 20 1938

Signed H. B. Goodwillie

Address Newberg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Encl.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	Snow & Rain		
Friday	Rain		
Saturday	Showers		

FORM S-0-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEN

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
January 27, 1938

73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On our Rex Hill-Newberg contract, finished this fall, there were a number of culverts which proved inadequate during the recent storm and which I am inclined to think will cause us trouble in the future during heavy rains.

Under the county road approach south of Springbrook Corners we placed two 24-inch culverts. These proved inadequate and water backed up into a garage and crossed the county road. I recommend installation of another 24-inch culvert. All of the culverts under approach roads between Station 812 and Station 827, along the north side, proved inadequate. The water ran over the approach roads and, in one case, washed the approach out and raising the water to this level in the ditches also caused flooding of one or two basements which drained into this ditch. These pipes are all 12-inch corrugated and I recommend that we remedy this condition by placing 209 ft. of new 18-inch pipe and by doubling up the 12-inch pipe replaced by this 18-inch pipe.

Attached hereto you will find an Order for State Force Work on Contract Projects, as I do not believe this project has been closed. Excavation for the pipe will be shallow, except in the case of the 24-inch, which will be about 10 feet deep. All other culverts on projects built during the past year proved adequate for the heavy rainfall Christmas week.

Should you wish to inspect this, I will be pleased to look at it with you or Mr. Broadwell can show you the culverts which were too small and I believe it will be better to make these of adequate size at this time, than to have future arguments with property owners and others who may feel themselves injured thereby.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

CC R. H. Baldock
Encl.

#1947

RECEIVED
DEC 11 1937
FOR FILING
73

December 11, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1947 for the construction of the Rex Hill-Newberg Section of the West Side Pacific Highway in Yamhill County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 21, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $85,489.55, including the final payment. Of this amount $52.66 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

IM 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

December 3, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. L. King,
Superintendent,
Southern Pacific Company,
Portland, Oregon.

Dear Sir:

With further reference to your bill No. 400359 in the amount of $118.89, submitted to the State Highway Department for work performed by the railroad company at Newberg in 1935, and in reference to your letter of September 27th with respect thereto, you are advised as follows:

The part of your bill covering work performed for a proposed improved signal service at the highway crossing at the end of Main Street, though not authorized by agreement, letter or verbal instructions, will be approved for payment, as the work will be a necessary part of the final signal improvement and, therefore, can be considered a justified expense.

The remainder of your bill, covering expense in removing and revamping the oil company spur is a matter entirely between the railroad company and the Valley Petroleum Company. The State dealt with the Valley Petroleum Company for needed right of way, paid them for same plus additional items covering the removal of the track from the new right of way being acquired and such other removal and replacement as the oil company deemed necessary in revamping their facilities to suit their desires and needs. What was done in this respect outside of the right of way was no concern of the State.

The right of way buyer evidently assumed the spur track belonged to the oil company, and I believe it was brought out in a recent conference between Mr. Fair and Mr. Riskert, of the oil company, that the oil company themselves assumed that the spur track was their property. The Highway Department gave no instructions to the railroad company, either verbal or by letter, concerning the removal or changing of this spur track. We were not concerned in any way except that the oil company contended that certain changes would be necessary to satisfy their needs, estimated the cost of such changes and these items of expense were included in the settlement for the right of way.

H. B. GRAVATT, SECRETARY
E. L. VON ALTEN, JACKSONVILLE
E. B. ALDRICH, BERNALILLO
HENRY F. CARBERY, CHAIRMAN, PORTLAND
COMMISSIONERS

Mr. E. L. King

December 3, 1937

The fact that it is a matter of record that the State paid the oil company amounts covering the removal and revamping of their spur facilities might be of value in pressing your claim against the oil company. Aside from supplying this information, the State can not enter into the controversy. Your claim for this work against the State is definitely denied.

Yours very truly,

F. D. EASON,
Division Engineer.

NOTED

FDE:AM
cc R. H. Baldock
J. M. Devers
S. H. Probert
H. G. Smith

P. S.

We are returning herewith your invoice in the amount of $118.89 for revision in accordance with paragraph 2 of this letter. We calculate the cost of the signal work as being $48.14. Please resubmit the invoice in that amount, and it will be given further consideration.

F. D. E.

Form 838—5M—7-36

73

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 20, 1937

Section Middleton-Votaw

Highway West Side Pacific

Contractor Mt. States Const. Co.

Date of contract May 5, 1937

Date work started May 5, 1937

Amount of contract . . . . . $ 53,517.00

Estimated cost of completed project, exclusive of engineering $54,622.98

Per cent of contract completed, based on total contract price . . . . . 102 %

Engineering cost to date, $4,169.38, .130 %

Kind of work Grading & Paving

Section prefix 34-1110

Contract number 1982

Date of completion November 30, 1937

Estimated date of completion October 14, 1937

Per cent of time elapsed 78 %

NOTED

Date project was completed Oct. 14, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Resetting Mile post on Sek. and Checking upon the drainage.
Checking & filing notes and office work

NOTED
H. G. SMITH

NOTED
H. N. HACKETT

1937

NOTED
H. W. LIBLY

Signed W B Swindwell

Address Newberg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Rain		
Friday	"		
Saturday	Cloudy		

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. E. YOU VELLE, JACKSONVILLE

H. B. SLAUSYER, SECRETARY

RECEIVED
NOV 17 1937
OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

605 Westerly Bldg.
Portland, Oregon
Nov. 16, 1937

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. C. Smith

Dear Sir:

Herewith you will find the results of levels recently run over the big fill at the foot of Rex Hill. This pavement was finished a year ago and the levels run six months later showed settlements up to a maximum of 0.67 ft. or about 1.5%. The levels just run indicated further settlement, varying from nothing up to 0.16 ft. It should be noted that the first six months period included the winter months and that this second period included mostly summer and fall.

We will take additional levels about the first of next May. It is of some interest to note that greater settlement occurred on the half of this fill which was put in last. The total maximum settlement on the left, or last side to be put in, amounts to 0.77 ft. and on the right 0.69 ft. There are 16 stations on the left which settled more than 0.4 ft., against 12 stations on the right which settled more than 0.4 ft. The maximum settlement in comparison with the height of the fill amounts to 0.4% during the second six months period.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. C. Broadwell
Encl.

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~ Newberg. Nov. 9, 1937

IN REPLY PLEASE REFER TO FILE NO.

PAVEMENT SETTLEMENT
PACIFIC HIGHWAY WEST
REX HILL SECTION

Final pouring of pavement Nov. 9, 1936.

Station		Left Side		Right Side	
		4/28/37	11/1/37	4/28/37	11/1/37
694+59.4		0.04	0.04	-	-
694+99.4		0.01	0.03	-	-
695+50		0.08	0.08	0.02	0.03
696+00		0.21	0.23	0.07	0.08
696+50		0.25	0.34	0.12	0.16
697+00		0.31	0.41	0.17	0.27
697+50		0.40	0.51	0.28	0.34
697+91.9		0.36	0.49	0.33	0.38
698+31.9		0.42	0.54	0.29	0.41
698+71.9		0.54	0.60	0.31	0.41
699+11.9		0.52	0.68	0.35	0.44
699+51.9		0.62	0.71	0.38	0.47
699+91.9		0.56	0.65	0.44	0.49
700+31.9		0.61	0.70	0.46	0.54
700+71.9		0.59	0.65	0.45	0.54
701+11.9		0.61	0.71	0.50	0.59
701+51.9		0.67	0.75	0.59	0.68
701+91.9		0.66	0.77	0.62	0.69
702+27.6		0.59	0.72	0.57	0.67
702+67.6		0.45	0.57	0.41	0.42
703+07.6	Panel Cracked	0.39	0.45	0.24	0.32
703+47.6		0.21	0.25	0.18	0.23
703+87.6		0.12	0.17	0.15	0.21
704+27.6		0.06	0.10	0.13	0.15
704+67.6		0.05	0.09	0.18	0.20
705+07.6		0.02	0.04	0.16	0.17
705+47.6		0.01	0.03	0.06	0.09
705+87.6		-	-	0.03	0.04
706+27.6		-	-	0.04	0.04
706+50		-	-	0.01	0.03
707+00		-	-	0.01	0.02
707+50		-	-	0.04	0.04
708+00		-	-	-	-

NOTED
E. A. COLLIER

H. G. Boadwell

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 12 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

73-A

November 10, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 73-A, Multnomah County Line-Newberg Section, was made by a representative of this office on October 18, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

FORM S-C-P 2M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 26, 1937

FILING

NOTED
State Highway Engineer

Valley Petroleum Company
Newberg, Oregon

Gentlemen:

Reference is made to the question of the expense of moving the spur track at your plant at Newberg.

The option given to this department under date of February 4, 1935, shows that the consideration to be paid was as full and complete settlement of the cost of "moving buildings and incidental reconstruction and any and all other damages of every kind and character". It is obvious that the moving of the track would come under the classification of "incidental reconstruction and any and all other damages of every kind and character". We have been advised that Valley Petroleum Company now disclaims any liability to Southern Pacific Company for the expense of any of the work, but believe that this must come from an imperfect understanding of the matter on your part. As a matter of fact, in the first report made by Mr. Bentley, showing an agreed price of $3045.00, the item of track was estimated at $50.00. It appears, however, that the total consideration to be paid was later increased from $3043.00 to $3068.00, a difference of $25.00. This $25.00-difference was made up of a reduction in the previously estimated land area amounting to $15.00 and an increase of $40.00 for the cost of rebuilding the spur track. This cost of $90.00 was based upon bids or price quotations secured by you, so it is obvious that the payment of the amount by Valley Petroleum Company was contemplated at the time our transaction was made.

We would very much appreciate your giving your attention to the payment of the bill, as Southern Pacific Company is insisting that we do something to expedite payment of the amount. As we analyze the bill of Southern Pacific Company, which included some other work, the amount payable for moving the track is $75.60 instead of the $90.00 which was allowed to you.

We may further advise that this matter recently has been discussed with Mr. Edward E. Bentley, the right of way agent who negotiated the transaction, and under date of October 22, 1937, he writes us to the effect that it was definitely the agreement and understanding that the responsibility for the moving of the spur tracks and the making of compensation therefor was to be that of Valley Petroleum Company.

Yours very truly,

J. M. DEVERS

By
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. H. G. Smith
Mr. F. D. Eason

H. B. GLAISYER, SECRETARY
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN
COMMISSIONERS

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 25, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. M. Devers
Attorney
O f f i c e

Attention: Mr. De Sousa

Dear Sirs

Please note the attached claim and correspondence relating to track moving and signal rearranging work performed by the Southern Pacific Company in 1935 at the grade crossing of the Pacific Highway, West, in the City of Newberg.

It appears that compensation for the track removing work, now billed to us at $75.60, was allowed to the Valley Petroleum Company in the right of way settlement made with that company, but that the company did not in turn compensate the Railway Company by which the work was actually performed.

Mr. Eason has endeavored to have the Petroleum Company make payment for the work, but has not succeeded. We, therefore, ask that you take the matter in hand to see what can be done.

The spur referred to in the bill as the Shell Oil Company spur is the same spur as is also referred to in the bill as the Valley Petroleum spur. The portion of track removed was entirely within the limits of the Petroleum Company's property. A part of the track on the Shell property was raised but, according to Mr. Eason, none was removed.

Very truly yours,

Office Engineer

SHP:ER

cc R. H. Baldock
H. G. Smith
F. D. Eason

Encl.

E. B. ALDRICH, PENDLETON
HENRY F. CABELL, PORTLAND
COMMISSIONERS

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

October 23, 1937

IN REPLY PLEASE REFER TO FILE NO.

13

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

I am returning herewith the claim of the Southern Pacific Company for work performed on their track and signals at Newberg during the reconstruction work in 1935.

I contacted the Valley Petroleum Company to endeavor to have them pay direct to the railroad company the railroad company's claim for the removal of the track across their property, which item was included and paid for in their settlement with the State. They denied any obligation, however, and said that payment by the State did not include any removal of the track.

I am inclosing herewith the final report of the right of way negotiations conducted by our right of way agent, Mr. E. E. Bentley, and approved by Mr. Gardiner. You will note that one item of payment in the amount of $2,705.00 covers the moving of tank and buildings, removal of spur track and regraveling of driveways. In addition to that there is an item of $90.00 paid to them for rebuilding the spur track. This spur track was an extension of the spur that led across the Shell property. It extended into the Valley Petroleum Company property for a distance of 115 feet, 30 feet of the extreme end being on the new right of way which was being purchased from the Valley Petroleum Company.

Undoubtedly Mr. Broadwell or one of our engineers asked the railroad company to remove this track from the right of way that had just been purchased, in order to clear the way for the new construction. The railroad company removed all the track up to the Shell Oil Company's property, with an understanding with the Valley Petroleum Company that they could be served from the track remaining at the end of the Shell Oil spur. The Valley Petroleum Company disclaimed any instructions to the railroad company to remove this track and yet they definitely had an understanding for service from the end of the Shell Oil spur. The track had to be removed from the Valley Petroleum Company property in order to revamp their build-

ings and storage tanks. Since we have paid the Valley Petroleum Company for the removal of this track as well as the rebuilding of a new track which was not done, I believe it is a matter for the right of way department to settle.

I discussed this matter with Mr. Fair, and he, of course, is interested only in getting the bill paid, which work he says was necessitated by our reconstruction work, and feels that the State should take steps to collect their claim.

With respect to the railroad company's claim for crossing signal expense, it was stated by Mr. King that the signal had been shifted and that there was an understanding that this work was to be paid for by the State. Shifting of the old signal was neither requested nor made, nor as far as I know was there any understanding about the shifting of the present signal or the installing of an additional signal. We agreed to pave the area between the tracks if the company reconditioned the track in a suitable manner for a paving job. In doing this work they rewired the track and due to the widened crossing on a skew placed insulated joints at each side of the street crossings so that the bell would operate during passage of trains throughout the crossing in either direction.

This, I believe, was necessary and needed to properly protect the highway traffic. It was not, however, authorized by the State, and I am uncertain as to whether the State should pay this claim or not. Since the additional insulated joint was required because of the reconstructed highway, it might be considered just and proper.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
J. W. DeSouza

RECEIVED
OCT 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 28 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 73

September 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 26 concerning information to be sent later on the Middleton-Votaw project (F.A.P. No. 73) to be used in connection with the sub-surface exploration work done by Mr. E. R. Shepard during October of last year.

At the time of your letter, this project was not yet under contract. Since that time the project has been under way and the excavation completed. If you have the information on the materials encountered, and also the test pit data referred to in your letter, we would appreciate having it in order to check the accuracy of the seismograph.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis

T. M. Davis
Highway Engineer

NOTED
RAY WEBBER

RECEIVED
SEP 28 1937
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
APR 5 1937
F

February 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. F. E. Andrews

Dear Sir:

We are forwarding to you, under separate cover, the cross-sections on the Butteville Road-White School and Middleton-Votaw sections, which were requested in your letter of February 20, for the purpose of showing the results of the seismograph experiments made in October, 1936.

You will note the sections on the Butteville Road-White School project show the completed section, giving the classification as actually found when the materials were excavated from the cuts. The Middleton-Votaw project is not yet under contract so only the original ground line has been shown. Test pits have, however, been made and it will be possible to check the seismograph to a depth several feet below the proposed subgrade.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

...IONERS
...V. CABELL, CHAIRMAN, PORTLAND
...ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

Woodburn, Oregon.
February 25, 1937

IN REPLY PLEASE REFER TO FILE NO.

S. H. Probert
Office Engineer
State Highway Dept.
Salem, Oregon.

Attention: M. H. Milner

Dear Sir:

Herewith you will find cross sections and information which you requested in your letter of February 23, 1937.

Very truly yours,

L. D. Mars

L. D. Mars
Resident Engineer

cc Mr. F. D. Eason

...MISSIONERS
...Y F. CABELL, CHAIRMAN, PORTLAND
...B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
~~ROSEBURG, OREGON~~
Portland, Oregon
Feb. 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Your letter of February 23 received, asking for cross-sections at five stations on the Middleton-Votaw Section of the West Side Pacific Highway. On November 17, a roll of cross-sections, Station 444 to Station 543, which includes the stations requested, was delivered to your office, together with plans for the Middleton-Votaw and Rex Hill-Newberg Sections.

If you are unable to locate these cross-sections, please advise and I will have Mr. Broadwell take cross-sections again in the field at these stations.

In view of the fact that we had previously made test borings and found no rock, cement gravel, or other hard material above profile grade, it appears that we would not be able to determine the accuracy of this new experimental method of determining classification, but I would like to have a copy of the B.P.R. results of tests made at the stations mentioned.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

February 23, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We acknowledge receipt of your letter of February 20, 1937, relative to submitting cross-sections on the Middleton-Votaw and the Butteville Road-White School projects for the purpose of showing the classification of materials as determined by the seismograph in recent experiments conducted by Mr. E. R. Shepard.

The data requested is not immediately available, but we have instructed the engineers on the two projects to submit cross-sections at the stations mentioned in your letter and will forward the same to your office at the earliest date possible.

You will note that the section referred to between Stations 496+75 and 508+50 is listed as the Middleton-Votaw Section, the same being referred to in your letter as the Rex Hill Section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

February 23, 1937

Mr. E. A. Collier
Division Highway Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

The U. S. Bureau of Public Roads, during the month of October, made an experimental exploration of the subsurface at various points on the Middleton-Votaw Section on the West Side Pacific Highway. In order to determine the accuracy of this method, they have requested that cross-sections be submitted for the purpose of sketching in the materials as recorded by the seismograph.

Please submit cross-sections at the following stations, showing the original ground line and the template for the proposed roadbed on each section.

Station 508+50
" 506+50
" 500+00
" 498+00
" 496+75

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

B. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

February 23, 1937

Mr. L. D. Mars
Resident Highway Engineer
Woodburn, Oregon

Contract No. 1892

Dear Sir:

The U. S. Bureau of Public Roads recently made an experimental exploration of the subsurface at various points on the Butteville-White School project by use of the seismograph. In order to determine the accuracy of this method, they have requested that cross-sections be submitted of the roadbed at the following stations:

Station 843+50
" 842+00
" 899+75

Please show the original ground line and the finished roadbed on each section. Also, if any solid materials were encountered spot the elevation of such materials on the section. If no solid materials were encountered in the actual excavation, but are close enough to the surface of the finished roadbed grade to locate with reasonable accuracy by auger holes to the depth of four to six feet, please show the elevation of such materials in relation to the subgrade.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. F. D. Eason

Milner

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
FEB 22 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

February 20, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you please send us the following information for use in connection with the experimental subsurface exploration work done by Mr. E. R. Shepard during October of last year:

Rex Hill Section,
Cross section at Station: 508+50
506+50
500+00
498+00
496+75

Butteville-White School,
Cross section at Station: 843+50
842+00
899+75

We will sketch in these cross sections the materials in the cuts as determined by the seismograph and return them to you in order that the accuracy of this method can be determined.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
SEP 21 1937
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon F.A.P. 73
Rex Hill-Newberg section
West Side Pacific Highway

September 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Oregon Federal-aid Project No. 73 FAP 9926

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 6, 1922, by the State Highway Commission of Oregon, and on November 9, 1922, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on May 13, 1931, and April 17, 1936, respectively, by the said State Highway Commission, and on June 17, 1931, and June 26, 1936, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal-aid Project No. 73; and

WHEREAS, the said State Highway Commission of Oregon has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for reconstruction on improved alignment and paving with Portland cement concrete of the portion of the project between survey stations 478 and 541+43, and for grade betterments and paving with Portland cement concrete and asphaltic concrete between survey stations 712 and 828; and by reason thereof has requested that the estimate of cost approved for said project be increased from $749,456.22 to $899,717.22 and that the Federal funds approved and set aside to the credit of said project be increased from $428,527.00 to $520,191.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved

for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of five hundred twenty thousand, one hundred ninety-one and no/100 dollars ($520,191.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 199+94.9 in the NE 1/4 of Sec. 36, T. 1 S., R. 1 W., W.M., on the Washington-Multnomah County line at the southwesterly end of Section B of Project No. 203, and survey station 834+98 at the east end of the Hess branch viaduct in the city of Newberg (excepting therefrom the existing bridge over Panno Creek, at survey station 92+50), length 15.455 miles, in Washington and Yamhill Counties, being Oregon Federal-aid Project No. 73, consisting of 15.335 miles of roadway and two bridges, each of more than 20 feet clear span, 0.120 of a mile in length."

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraph (b) of Article III shall be and is hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of five hundred twenty thousand, one hundred ninety-one and no/100 dollars ($520,191.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eight hundred ninety-nine thousand, seven hundred seventeen and 22/100 dollars ($899,717.22), the approved total estimated cost of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 20th day of August, 1937, and the Secretary of Agriculture on the 3d day of September, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry L. Cabell
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By F L Loveland
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. J. Leary
Acting Chief, Bureau of Public Roads

Oregon Federal-aid Project No. 73.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 73, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 899,717.22 in lieu of the $428,527.00 approved by Cert. of June 26, 1936 as the total estimated cost of said project, and the sum of $ 520,191.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3d day of September one thousand nine hundred and thirty-seven

RECEIVED SEP 18 1937

SECRETARY OF AGRICULTURE,

By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

RECEIVED
AUG 17 1937
FOR FILING
73

August 16, 1937

Mr. D. W. Kelly, Supt.
Portland Electric Power Co.
621 S. W. Alder Street
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 12th, concerning payment of extra switching charges involved in specially arranging cars of sand and gravel to be shipped to Rex, Oregon, for use by the Mountain States Construction Company.

We have had this matter up with the Mountain States Construction Company, and are advised that the special arranging of cars referred to is no longer desired.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:EK

PORTLAND ELECTRIC POWER COMPANY
"PEPCO"
GENERAL OFFICES
ELECTRIC BUILDING

621 S. W. ALDER STREET
PORTLAND, OREGON

RECEIVED
AUG 1 1937
OREGON
STATE HIGHWAY COMMISSION

Office of Superintendent
1605 S. E. Water Ave.

August 12, 1937

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:

The Mountain States Construction Company have a highway construction job at Rex, Ore. and the sand and rock for this work is being loaded on our lines and delivered to the Southern Pacific Co. at East Portland.

We have been requested by the foreman on this job that when we deliver these cars to the Southern Pacific we have them lined up one large rock, one sand and one small rock which saves them a lot of delay at Rex in unloading.

The Southern Pacific who are the delivering carrier refuse to put them in that order and we agreed to do this for the contractor providing they take care of the expense to us in switching. This sometimes involves a matter of $1.52 to $3.18 to get the nine cars lined up.

What I wish to know is will the Oregon State Highway Commission take care of these bills when presented. If not we will discontinue this extra switching and deliver cars to the Southern Pacific as we get them from Ross Island Sand and Gravel Co.

Freight charges on these cars are paid by the Oregon State Highway Commission.

Yours truly,

D. W. Kelly

D. W. Kelly
Superintendent

dwk/a

REFERRED TO
Prin. Asst.
to State Highway Engineer

RECEIVED
AUG 13 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 73
Rex Hill-Newberg section
West Side Pacific Highway

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1937

RECEIVED
AUG 11 1937
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 13 1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM S-H-1 SH 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. E. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. H. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

July 20, 1937

Mr. E. A. Collier
Division Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

Herewith we hand you original copy of letter from Estella Sams dated July 8, 1937, regarding drainage in connection with her property at Rex Hill, which letter was referred by Mr. Baldock to Mr. Smith, and has been referred by him to me.

In view of the many developments which have occurred in connection with drainage matters at the Sams property, the matter appears to be particularly one of engineering rather than right of way and I gladly take the opportunity of passing it on to you.

Yours very truly,

J. H. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

NOTED
C. E. McCullough

H. B. GLAISYER, SECRETARY
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

July 20, 1937

Mrs. Estella Sams
Rex, Oregon

Dear Madam:

Your letter of July eighth addressed to the Oregon State Highway Commission, relative to drainage matters at your property at Rex Hill, has just come to our attention and is being referred to Mr. E. A. Collier, Division Engineer.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

RECEIVED
JUL 29 1937
FOR FILING
73

July 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of July 1, 1937, concerning the Multnomah County Line-Newberg Section, Project No. 73.

We are enclosing herewith a copy of a statement showing the present length of the project, based on construction stationing of the Multnomah County Line-Middleton Unit and location stationing of the Middleton-Newberg Unit. The discrepancy between these figures and those sent to you previously was occasioned by the erroneous use of the equation 490+00 = 492+95.2, which represented a tie of the revised stationing to the original alignment.

In regard to the request contained in your letter, to segregate the work with the City of Newberg, please be advised that none of the project is within the city, since the right of way lines of the highway coincide with the city limit lines, which results in the highway being excluded from the city. This condition is indicated by the shaded lines on the plan sheet for that portion of the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

LOS LITOS
BEGEIVED

MULTNOMAH COUNTY LINE-NEWBERG SECTION

PROJECT NO. 73

199+94.9	Beginning Multnomah Co. Line-Middleton	
204+83.7 = 4+75.3		488.8
17+52.1 = 17+67.1		1,276.8
26+06.6 = 25+80.7		839.5
103+79.5 = 104+00		7,798.8
136+84.4 = 137+00		3,284.4
175+28.9 = 176+39.0		3,828.9
224+89.2 = 224+79.4		4,850.2
253+35.2 = 255+42.5		2,855.8
281+56.9 = 282+04.0		2,614.4
414+73.5 = 414+83.9		13,269.5
471+43.1 = 471+48.8		5,659.2
478+00	Beginning Middleton-Votaw Unit	651.2
541+43	Beginning Votaw Unit	6,343.0
600+00	Beginning Rex Hill Unit	5,857.0
712+00	Beginning of Rex Hill-Newberg Unit	11,200.0
761+67.8 = 776+09.7		4,967.8
828+00	End of Rex Hill-Newberg Unit	5,190.3
834+98	End of Project	698.0
	Gross	81,673.6 l. f.
	Fanno Creek Bridge (Excep.)	70.0 l. f.
	Net	81,603.6 l. f.

Recovered Portion

Votaw-Middleton Unit	6,343.0	l. f.		
Rex Hill-Newberg Unit	21,358.1	l. f.		
			27,701.1	l. f. = 5.246 mi.

Nonrecovered Portion

Sta. 199+94.9 to 478+00	47,417.5	l. f.		
Sta. 541+43 to 600+00	5,857.0	l. f.		
Sta. 828+00 to 834+98	698.0	l. f.		
	53,972.5	l. f.		
Fanno Cr. Br. (Exception)	70.0	l. f.		
			53,902.5	l. f. = 10.209 mi.
			81,603.6	l. f. = 15.455 mi.

RECEIVED
JUL 29 1937
FOR FILING

IN YOUR REPLY PLEASE 73
REFER TO FILE No.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

July 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to estimate submitted with your letter of June 26 as a basis for the proposed modification of the project agreement for Oregon project 73, Multnomah County Line-Newberg Section of the West Side Pacific Highway, please send us six copies of a revised estimate segregating the portion within the city of Newberg.

Please also obtain the customary encroachment resolution and forward three copies at your earliest convenience.

We cannot harmonize the statement of constructed length with that given in the estimate for the last modification in accordance with your letter of March 17, 1936. Will you please clarify this when submitting the new estimate, so that we will have all necessary information for the preparation of the modified agreement.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING
72

June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Rex Hill-Newberg Section, FA Project No. 73.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:MK

Encl.

Oregon State Highway Department — Federal Aid Project No. 73 (Recp.)

REX HILL-NEWBERG SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON AND YAMHILL COUNTIES

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 22, 1937

COMPLETED FEDERAL AID WORK

Final Cost on Roadwork	$ 543,512.12
Final Cost on Bridges	$ 82,853.15
Federal Aid Paid on Roadway	$ 282,628.04
Federal Aid Paid on Bridges	$ 49,171.87
Emergency Advance Funds Paid on Bridges	$ 6,456.72
Emergency Construction Funds Paid on Roadway	$ 38,119.63
Emergency Construction Funds Paid on Bridges	$ 541.28
Revised Length of Reopened Portion	5.246 miles
Length of Non-reopened Portion	10.209 miles
Total Length	15.455 miles

UNCOMPLETED FEDERAL AID WORK

Estimated Total Cost of Roadwork	$ 84,206.98
FAF (1935) Funds	$ 84,206.98
Length	1.205 miles

NEW WORK

PORTLAND CEMENT CONCRETE PAVEMENT

Middleton-Yoder Unit (Sta. 478+00 to 541+43) (Contract No. 1982)

All Required		Clearing and Grubbing		$ 300.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
33,000	cu. yds.	Excavation, Single Classif.	0.18	5,940.00
45,000	yds sta.	Overhaul	0.01	450.00
4,500	yds sta.	Trunk Haul	0.10	450.00
1.20	miles	Finishing Roadbed and Slopes	300.00	360.00
6,500	lin. ft.	Rounding Gutterics	0.05	320.00
130	lin. ft.	8" Perforated Concrete Pipe	0.65	84.50
1,000	lin. ft.	6" Perforated Iron Pipe	0.60	600.00
340	lin. ft.	24" Extra Strength Perforated Iron Pipe, Protected Invert	3.90	1,326.00

350	lin. ft.	12" Corr. Iron Pipe	$ 1.20	$ 420.00
550	lin. ft.	18" Concrete Pipe	2.10	1,155.00
350	cu. yds.	Rock Backfill in Drains	1.25	437.50
5,800	cu. yds.	½" - 1½" Rock in Base & Surfacing	1.30	7,540.00
3,300	cu. yds.	¼" - 0" Rock in Base, Surfacing & Shoulders	1.35	4,455.00
			1.50	750.00
500	cu. yds.	Sand Cushion	0.50	250.00
100	cu. yds.	Filler	0.20	20.00
100	yd. mi.	Hauling Filler	1.60	24,960.00
15,600	sq. yds.	Portland Cement Concrete Pavement	0.15	255.00
1,700	lin. ft.	Expansion Joints	0.03	240.00
8,000	lin. ft.	Contraction Joints	0.15	1,200.00
8,000	only	Dowels	0.05	360.00
6,000	lbs.	Tie Bars and Reinforcement	6.00	600.00
100	tons	Class "B" Asphaltic Concrete	0.06	54.00
900	sq. yds.	Surface Finish Coat		
				$ 53,917.00

Rock Hill Road (Sta. 600+00 to 712+00)(Contract No. 1926)

All Required		Clearing and Grubbing		$ 2,000.00
1,400	cu. yds.	Trench Excavation	$ 1.00	1,400.00
99,000	cu. yds.	Common Excavation	0.32	31,680.00
57,000	cu. yds.	Solid Rock Excavation	0.30	18,240.00
23,000	cu. yds.	Rock Borrow	0.50	11,500.00
143,000	yd. sta.	Overhaul	0.015	2,145.00
68,000	yd. mi.	Truck Haul	0.16	10,880.00
2.12	miles	Finishing Scotched and Slopes	500.00	1,060.00
11,400	lin. ft.	Rounding Cutbanks	0.10	1,140.00
900	lin. ft.	8" Perforated Concrete Pipe	0.60	540.00
450	lin. ft.	8" Perforated Corr. Iron Pipe	1.10	495.00
340	lin. ft.	12" Concrete Pipe	1.10	374.00
600	lin. ft.	18" Concrete Pipe	2.20	1,320.00
270	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.25	337.50
280	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	560.00
30	lin. ft.	48" Corr. Iron Pipe, Protected Invert	10.00	300.00
			1.00	80.00
80	lin. ft.	Enlarging Culvert Pipe	20.00	2,400.00
120	cu. yds.	Class "D" Concrete	0.06	720.00
13,000	lbs.	Metal Reinforcement	0.60	1,800.00
2,800	lin. ft.	Timber Piling	0.75	1,275.00
1,700	sq. yds.	Pavement Removal and Slope Paving	1.00	300.00
300	cu. yds.	Rock Backfill in Drains	1.05	15,750.00
15,000	cu. yds.	Rock Sub-base	1.15	4,715.00
4,100	cu. yds.	1½" - 0" Rock in Base & Shoulders	2.00	400.00
200	cu. yds.	¼" - 0" Screenings	2.00	400.00
200	cu. yds.	¼" - 0" Rock in Footpaths	1.50	750.00
500	cu. yds.	Sand Cushion		

2,000	cu. yds.	Filler	$ 0.30	$ 600.00
2,000	yd. mi.	Hauling Filler	0.20	400.00
28,000	sq. yds.	Portland Cement Concrete Pavement	1.78	49,840.00
3,000	lin. ft.	Expansion Joints	0.20	600.00
15,000	lin. ft.	Contraction Joints	0.03	450.00
15,000	only	Dowels	0.16	2,400.00
10,500	lbs.	Tie Bars and Reinforcement	0.06	630.00
80	tons	Class "A" Asphaltic Concrete	7.50	600.00
30	tons	Class "B" Asphaltic Concrete	7.50	225.00
500	sq. yds.	Surface Finish Coat	0.20	100.00
				$ 168,846.50

Rex Hill-Hemlock Section (Sta. 712+00 to 801+91)
(Contract No. 1947)

All Required		Clearing and Grubbing		$ 865.00
500	cu. yds.	Trench Excavation	$ 0.75	375.00
28,200	cu. yds.	Excavation, Single Classif.	0.30	8,460.00
15,000	yd. sta.	Overhaul	0.02	300.00
14,500	yd. mi.	Truck Haul	0.15	2,175.00
1.41	miles	Finishing Roadbed and Slopes	500.00	705.00
700	lin. ft.	Rounding Catchbasins	0.10	70.00
1,100	lin. ft.	8" Perforated Concrete Pipe	0.75	825.00
1,330	lin. ft.	12" Corr. Iron Pipe	1.25	1,662.50
300	lin. ft.	18" Concrete Pipe	2.00	600.00
90	lin. ft.	24" Concrete Pipe	3.50	315.00
100	lin. ft.	36" Concrete Pipe	7.00	700.00
260	lin. ft.	Salvaging Culvert Pipe	0.20	52.00
230	cu. yds.	Rock Backfill in Drains	1.50	345.00
7,000	cu. yds.	3" - 1½" Rock in Base & Surfacing	1.40	9,800.00
2,900	cu. yds.	3" - 0" Rock in Base, Surfacing & Shoulders	1.40	4,060.00
		1½" - 0" Rock in Footpaths	2.50	200.00
80	cu. yds.	Sand Cushion	1.50	1,050.00
700	cu. yds.	Filler	0.50	200.00
400	cu. yds.	Hauling Filler	0.15	150.00
1,000	yd. mi.	Portland Cement Concrete Pavement	1.50	27,450.00
18,300	sq. yds.	Expansion Joints (Cork Filler)	0.45	855.00
1,900	lin. ft.	Contraction Joints	0.03	279.00
9,300	lin. ft.	Dowels	0.15	1,410.00
2,400	only	Tie Bars and Reinforcement	0.06	396.00
6,800	lbs.	Provision for [illegible]ig		437.00
All Required		Mineral Aggr[illegible]e in Place	3.00	930.00
310	cu. yds.	No. 3 Road Oi[illegible]n Place	25.00	800.00
32	tons			$ 65,429.00

Subtotal	$ 287,792
10% Engr. & Cont.	28,779
Total	$ 316,571

		Length	4.735 miles	
		Cost per mile	$ 66,857	

Asphalt Pavement (Sta. 801+00 to 828+00) (Contract No. 1947)

All Required		Clearing and Grubbing		$ 135.00
100	cu. yds.	Trench Excavation	$ 0.75	75.00
2,800	cu. yds.	Excavation, Single Classif.	0.30	840.00
4,000	yd. mi.	Trunk Haul	0.15	600.00
0.51	mile	Finishing Roadbed and Slopes	500.00	255.00
300	lin. ft.	Rounding Cutbanks	0.10	30.00
1,100	lin. ft.	12" Corr. Iron Pipe	1.25	1,375.00
10	lin. ft.	18" Corr. Iron Pipe	2.00	20.00
40	lin. ft.	12" Concrete Pipe	1.50	60.00
140	lin. ft.	Salvaging Culvert Pipe	0.20	28.00
2,000	cu. yds.	3" - 1½" Rock in Base & Surfacing	1.40	2,800.00
1,300	cu. yds.	¾" - 0" Rock in Base, Surfacing & Shoulders	1.40	1,820.00
120	cu. yds.	1½" - 0" Rock in Footpaths	2.50	300.00
200	cu. yds.	Filler	0.50	100.00
500	yd. mi.	Hauling Filler	0.15	75.00
1,090	tons	Class "B" Asphaltic Concrete	6.00	6,540.00
400	tons	Cutback Asphalt Wearing Surface	6.00	2,400.00
All Required		Provision for Traffic		63.00
30	cu. yds.	Mineral Aggregate in Place	3.00	90.00
2	tons	No. 3 Road Oil in Place	25.00	50.00
		Subtotal		$ 17,656
		10% Engr. & Cont.		1,765
		Total		$ 19,421
		Length	0.311 mile	
		Cost per mile	$ 38,005	

SUMMARY OF FINAL ESTIMATE

Item	Total Cost	Federal Aid Funds	State Funds
Portland Cement Concrete Pavement	$ 316,571	$ 193,113	$ 123,458
Asphalt Pavement	19,421	11,847	7,574
	$ 335,992	$ 204,960	$ 131,032

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department — Federal Aid Project No. 73 (Reop.)

BEN HULL—WASCO SECTION OF THE

WEST SIDE PACIFIC HIGHWAY IN WASHINGTON

AND KLICKITAT COUNTIES

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 22, 1937

COMPLETED FEDERAL AID WORK

Final Cost on Roadwork	$ 543,512.12
Final Cost on Bridges	$ 82,853.15
Federal Aid Paid on Roadway	$ 282,628.04
Federal Aid Paid on Bridges	$ 49,171.87
Emergency Advance Funds Paid on Bridges	$ 6,456.72
Emergency Construction Funds Paid on Roadway	$ 38,119.63
Emergency Construction Funds Paid on Bridges	$ 541.80
Revised Length of Reopened Portion	5.246 miles
Length of Non-reopened Portion	10.209 miles
Total Length	15.455 miles

INCOMPLETED FEDERAL AID WORK

Estimated Total Cost of Roadwork	$ 84,206.98
NRA (1935) Funds	$ 84,206.98
Length	1.205 miles

NEW WORK

PORTLAND CEMENT CONCRETE PAVEMENT

Middleton-Yakes Unit (Sta. 478+00 to 541+43) (Contract No. 3582)

All Required				
		Clearing and Grubbing		$ 500.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
33,000	cu. yds.	Excavation, Single Classif.	0.10	3,300.00
45,000	gal. gls.	Crushrock	0.01	450.00
4,500	yds. min.	Trench Haul	0.10	450.00
1.20	miles	Finishing Roadbed and Slopes	300.00	360.00
6,500	lin. ft.	Rounding Curbbanks	0.05	320.00
130	lin. ft.	8" Perforated Concrete Pipe	0.65	84.50
1,000	lin. ft.	6" Perforated Iron Pipe	0.60	600.00
340	lin. ft.	24" Extra Strength Perforated Iron Pipe, Protected Invert	3.90	1,326.00

350	lin. ft.	12" Corr. Iron Pipe	$ 1.20	$ [illegible]
750	lin. ft.	18" Concrete Pipe	2.10	1,155.00
250	cu. yds.	Rock Backfill in Drains	1.25	437.50
5,800	cu. yds.	¾" - 12" Rock in Base & Surfacing	1.25	7,[illegible]
3,300	cu. yds.	¾" - 0" Rock in Base, Surfacing & Shoulders	1.35	4,455.00
			1.50	[illegible]
500	cu. yds.	Sand Cushion	0.50	250.00
100	cu. yds.	Filler	0.80	[illegible]
100	yds. mi.	Hauling Filler	1.60	24,[illegible]
15,600	sq. yds.	Portland Cement Concrete Pavement	0.15	255.00
1,700	lin. ft.	Expansion Joints	0.03	240.00
8,000	lin. ft.	Contraction Joints	0.15	1,200.00
8,000	only	Dowels	0.06	360.00
6,000	lbs.	Tie Bars and Reinforcement	6.00	600.00
100	tons	Class "B" Asphaltic Concrete	0.06	54.00
900	sq. yds.	Surface Finish Coat		
				$ 53,[illegible]

Ash Hill Hgts (Sta. 690+00 to 712+00)(Contract No. [illegible])

All Required		Clearing and Grubbing		$ 2,[illegible]
1,400	cu. yds.	Trench Excavation	$ 1.00	1,[illegible]
99,000	cu. yds.	Common Excavation	0.32	31,[illegible]
57,600	cu. yds.	Solid Rock Excavation	0.38	18,[illegible]
23,000	cu. yds.	Rock Borrow	0.50	11,500.00
143,000	yds. sta.	Overhaul	0.015	2,[illegible]
68,000	yds. mi.	Truck Haul	0.15	10,[illegible]
2.12	miles	Finishing Roadbed and Slopes	500.00	1,060.00
11,400	lin. ft.	Rounding Cutbanks	0.10	1,140.00
900	lin. ft.	8" Perforated Concrete Pipe	0.60	540.00
450	lin. ft.	8" Perforated Corr. Iron Pipe	1.10	495.00
340	lin. ft.	12" Concrete Pipe	1.10	374.00
660	lin. ft.	18" Concrete Pipe	2.20	1,[illegible]
270	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.25	337.50
280	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	[illegible]
80	lin. ft.	48" Corr. Iron Pipe, Protected Invert	10.00	800.00
			1.00	80.00
80	lin. ft.	Enlarging Culvert Pipe	20.00	2,400.00
120	cu. yds.	Class "B" Concrete	0.06	[illegible]
13,000	lbs.	Metal Reinforcement	0.60	1,[illegible]
2,800	lin. ft.	Timber Piling	0.75	1,275.00
1,700	sq. yds.	Pavement Removal and Slope Paving	1.00	300.00
300	cu. yds.	Rock Backfill in Drains	1.05	15,[illegible]
15,000	cu. yds.	Rock Sub-base	1.15	4,715.00
4,100	cu. yds.	1½" - 0" Rock in Base & Shoulders	2.00	400.00
200	cu. yds.	¾" - 0" Screenings	2.00	400.00
200	cu. yds.	¾" - 0" Rock in Footpaths	1.50	750.00
500	cu. yds.	Sand Cushion		

2,000	cu. yds.	Filler	$ 0.30	$ 600.00
2,000	yd. mi.	Hauling Filler	0.20	400.00
28,000	sq. yds.	Portland Cement Concrete Pavement	1.78	49,840.00
3,000	lin. ft.	Expansion Joints	0.20	600.00
15,000	lin. ft.	Contraction Joints	0.03	450.00
15,000	only	Dowels	0.16	2,400.00
10,500	lbs.	Tie Bars and Reinforcement	0.06	630.00
80	tons	Class "A" Asphaltic Concrete	7.50	600.00
30	tons	Class "B" Asphaltic Concrete	7.50	225.00
580	sq. yds.	Surface Finish Coat	0.20	100.00
				$ 168,846.50

Box Hill-Hembury Section (Sta. 712+00 to 801+00)
(Contract No. 1947)

All Required		Clearing and Grubbing		$ 865.00
500	cu. yds.	Trench Excavation	$ 0.75	375.00
28,800	cu. yds.	Excavation, Single Classif.	0.30	8,460.00
15,000	yd. sta.	Overhaul	0.02	300.00
14,500	yd. mi.	Truck Haul	0.15	2,175.00
1.41	miles	Finishing Roadbed and Slopes	500.00	705.00
700	lin. ft.	Rounding Gutterwire	0.10	70.00
1,100	lin. ft.	8" Perforated Concrete Pipe	0.75	825.00
1,300	lin. ft.	12" Corr. Iron Pipe	1.25	1,625.00
300	lin. ft.	18" Concrete Pipe	2.00	600.00
90	lin. ft.	24" Concrete Pipe	3.50	315.00
100	lin. ft.	36" Concrete Pipe	7.00	700.00
260	lin. ft.	Salvaging Culvert Pipe	0.20	52.00
230	cu. yds.	Rock Backfill in Drains	1.50	345.00
7,000	cu. yds.	3" - 1½" Rock in Base & Surfacing	1.40	9,800.00
2,900	cu. yds.	¼" - 0" Rock in Base, Surfacing & Shoulders	1.40	4,060.00
80	cu. yds.	1½" - 0" Rock in Footpaths	2.50	200.00
700	cu. yds.	Sand Cushion	1.50	1,050.00
400	cu. yds.	Filler	0.50	200.00
1,000	yd. mi.	Hauling Filler	0.15	150.00
18,300	sq. yds.	Portland Cement Concrete Pavement	1.50	27,450.00
1,900	lin. ft.	Expansion Joints (Cork Filler)	0.45	855.00
9,300	lin. ft.	Contraction Joints	0.03	279.00
9,400	only	Dowels	0.15	1,410.00
6,600	lbs.	Tie Bars and Reinforcement	0.06	396.00
All Required		Provision for Traffic		437.00
310	cu. yds.	Mineral Aggregate in Place	3.00	930.00
32	tons	No. 3 Road Oil in Place	25.00	800.00
				$ 65,429.00

Subtotal	$ 287,792
10% Engr. & Cont.	28,779
Total	$ 316,571

		Length	4.735 miles	
		Cost per mile	$ 66,857	

Asphalt Pavement (Sta. 801+00 to 828+00) (Contract No. 1947)

All Required		Clearing and Grubbing		$ 135.00
100	cu. yds.	Trench Excavation	$ 0.75	75.00
2,800	cu. yds.	Excavation, Single Classif.	0.30	840.00
4,000	yd. mi.	Truck Haul	0.15	600.00
0.51	mile	Finishing Roadbed and Slopes	500.00	255.00
300	lin. ft.	Rounding Cutbanks	0.10	30.00
1,100	lin. ft.	12" Corr. Iron Pipe	1.25	1,375.00
10	lin. ft.	18" Corr. Iron Pipe	2.00	20.00
40	lin. ft.	12" Concrete Pipe	1.50	60.00
140	lin. ft.	Salvaging Culvert Pipe	0.20	28.00
2,000	cu. yds.	3" - 1½" Rock in Base & Surfacing	1.40	2,800.00
1,300	cu. yds.	¾" - 0" Rock in Base, Surfacing & Shoulders	1.40	1,820.00
120	cu. yds.	1½" - 0" Rock in Footpaths	2.50	300.00
200	cu. yds.	Filler	0.50	100.00
500	yd. mi.	Hauling Filler	0.15	75.00
1,090	tons	Class "B" Asphaltic Concrete	6.00	6,540.00
400	tons	Cutback Asphalt Wearing Surface	6.00	2,400.00
All Required		Provision for Traffic		63.00
30	cu. yds.	Mineral Aggregate in Place	3.00	90.00
2	tons	No. 3 Road Oil in Place	25.00	50.00
			Subtotal	$ 17,696
			10% Engr. & Cont.	1,765
			Total	$ 19,421

Length	0.511 mile
Cost per mile	$ 38,005

SUMMARY OF ITEMS ACCEPTED

Item	Total Cost	Federal Aid Funds	State Funds
Portland Cement Concrete Pavement	$ 316,571	$ 193,113	$ 123,458
Asphalt Pavement	19,421	11,847	7,574
	$ 335,992	$ 204,960	$ 131,032

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

FORM 9-A-1 SM 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 12, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 15 1937
FOR FILING
23

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

The Mountain States Construction Company, through Fred Lindsay, have requested permission to use Gasco for oiling detours on the Rex Hill-Newberg Project. The contract provides for the use of road oil. They find it very difficult to get the small quantities of road oil heated, but can secure properly heated Gasco in Portland.

The use of Gasco will be satisfactory, but on account of the greater weight per gallon, more tons will be required and we have computed the cost per ton of Gasco at $21.01 to be comparable with the bid price of $25.00 per ton for road oil.

Attached hereto is a Price Agreement which I recommend for approval at your earliest convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 3-A-1 10M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 8 1937
FOR FILING
73

OREGON STATE HIGHWAY COMMISSION

SALEM

May 4, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. James McFarland
O F F I C E

Dear Sir:

The State Highway Commission on April 27 approved and granted an extension of time to the Oregon Contracting Company and Theodore Arenz for the completion of their contract No. 1826 for the construction of the Rex Hill project in Washington and Yamhill Counties. 73

The extension is for 11 days---from November 30 to December 11, 1936.

The Commission also accepted the following contracts and authorized final payment in connection with each:

Contract No. 1826, with Theodore Arenz and Oregon Contracting Company, for the construction of the Rex Hill Section, which was completed on December 11,1936; 73

Contract No. 1911, with James Crick, for grading the West Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail, completed April 25, 1937; 42

Contract No. 1935, with Chas. H. Leonard, for furnishing crushed rock on the Mt. Vernon-Prairie City and John Day-Davis Creek Section of the John Day and John Day-Burns Highways, in Grant County, completed April 8, 1937. 12-1201

Very truly yours,

H. B. Glaisyer

Secretary

HBG:MBL

RECEIVED
MAY 3 1937
FOR FILING
13

May 4, 1937

Oregon Contracting Company
& Theodore Arens,
10509 N. E. Sandy Blvd.,
Portland, Oregon.

Gentlemen:

In response to your inquiry of May 1st you are advised that the warrant covering final payment in connection with your Contract No. 1826, Rex Hill Section in Yamhill County, is being mailed to you to day.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

TELEPHONE TRINITY 8862

Theodore Arenz
General Contractor
10808 N. E. SANDY BOULEVARD
Portland, Oregon

RECEIVED
MAY 3 1937
STATE HIGHWAY COMMISSION

May 1, 1937.

R. H. Baldock, State Highway Engineer,
Salem, Oregon.
Dear Sir:

Kindly advise regarding check for final on Rex Hill Section. Final estimate sheet was signed and returned April 5th, 1937.

Yours very truly,

OREGON CONSTRUCTING CO.
& THEODORE ARENZ
By Theo Arenz

REFERRED TO
BY SECRETARY

FORM S-N-1 2M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLADDEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

RECEIVED
APR 19 1937
FOR FILING
73

OREGON STATE HIGHWAY COMMISSION

SALEM

April 16, 1937

Mr. E. A. Collier
Division Engineer
Oregon State Highway Dept.
7729 S. E. 13th Avenue
Portland, Oregon

State Highway Engineer

Dear Sir:

We have your letter of the fifteenth instant relative to the placing of crushed rock in the vicinity of a service station on the Rex Hill-Newberg Section, in which you state that you will have the work done by the contractor but suggest that we might secure more favorable prices by handling the same through the house mover.

Very few of the house movers have equipment for the hauling of crushed rock or gravel and we doubt very much that Mr. Baumback has. Neither does he possess any facilities comparable to those of our highway contractor for the placing, spreading, and filling of the crushed materials. It therefore is suggested that it would be much more desirable to have this work handled in a workmanlike manner by the contractor instead of attempting to have it done by the house mover, even though the cost may be a trifle greater. The mere fact that the work is done by our contractor will not impose any future maintenance obligations on us.

In view of our exchange of letters we will proceed upon the basis of the surfacing being placed by our highway contractor.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. H. C. Broadwell

FORM S-A-1 SM 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

XXXXXXXSALEMXXXXXX
Portland, Oregon
April 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. W. DeSousa

Dear Sir:

Your letter of April 13th received, asking us to place crushed rock at a service station, restaurant, and garage in the vicinity of Station 4793, on the Rex Hill-Newberg Section. These buildings are to be moved back by A. C. Baumback and you state it is our obligation to provide a crushed rock or gravel surfacing in front of the buildings, giving facilities of access and parking, at least equivalent to that now existing. The contractor's price for crushed rock is $1.40 per cu. yd. and we will place crushed rock in front of these buildings after they are moved, as requested by you.

However, should you so desire, I think you can obtain crushed gravel from the McVey Gravel Plant at Newberg delivered at about the same price, or possibly a little less, and if you get Mr. Baumback to deliver this gravel and secure release from the owner, it would release us from future maintenance.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
H. C. Broadwell

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
APR 13 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 73, the Middleton-Votaw section of the West Side Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING

April 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed five copies of estimate to accompany the plans and specifications for the Middleton-Yates Section, F. A. Project No. 73.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 73 (Recp.)

REX HILL-KEIZER SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications for the Middleton-Yatan Unit. Not as basis for modified agreement.)

Salem, Oregon, April 6, 1937

COMPLETED FEDERAL AID WORK

Final Cost on Roadwork	$ 543,512.12
Final Cost on Bridges	$ 82,653.15
Federal Aid Paid on Roadway	$ 282,628.04
Federal Aid Paid on Bridges	$ 49,171.87
Emergency Advance Funds Paid on Bridges	$ 6,456.79
Emergency Construction Funds Paid on Roadway	$ 38,119.63
Emergency Construction Funds Paid on Bridges	$ 541.20
Revised Length of Reopened Portion	5.246 miles
Length of Non-reopened Portion	10.209 miles
Total Length	15.455 miles

UNCOMPLETED FEDERAL AID WORK

Estimated Total Cost of Roadwork	$ 84,206.98
NRA (1935) Funds	$ 84,206.98
Length	1.205 miles

NRA WORK

Middleton-Yatan Unit (Sta. 478+00 to 541+43)
(Estimated Prices)

All Required		Clearing and Grubbing		$ 1,000.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
33,000	cu. yds.	Excavation, Single Classif.	0.30	9,900.00
45,000	yd. sta.	Overhaul	0.02	900.00
4,500	yd. mi.	Truck Haul	0.15	675.00
1.20	miles	Finishing Roadbed and Slopes	400.00	480.00
6,500	lin. ft.	Rounding Cutbanks	0.10	650.00
130	lin. ft.	8" Perforated Concrete Pipe	0.80	104.00
1,000	lin. ft.	6" Perforated Iron Pipe	0.80	800.00
340	lin. ft.	24" Extra Strength Perforated Iron Pipe, Protected Invert	4.50	1,530.00

350	lin. ft.	12" Corr. Iron Pipe	$ 1.50	$ 525.00
550	lin. ft.	18" Concrete Pipe	2.50	1,375.00
350	cu. yds.	Rock Backfill in Drains	2.00	700.00
5,800	cu. yds.	3" - ½" Rock in Base & Surfacing	1.70	9,860.00
3,300	cu. yds.	3" - 0" Rock in Base, Surfacing & Shoulders	1.70	5,610.00
500	cu. yds.	Sand Cushion	2.00	1,000.00
100	cu. yds.	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.20	20.00
15,600	sq. yds.	Portland Cement Concrete Pavement	1.60	24,960.00
1,700	lin. ft.	Expansion Joints	0.40	680.00
8,000	lin. ft.	Contraction Joints	0.03	240.00
8,000	only	Dowels	0.20	1,600.00
6,000	lbs.	Tie Bars and Reinforcement	0.06	360.00
100	tons	Class "B" Asphaltic Concrete	7.00	700.00
900	sq. yds.	Surface Finish Coat	0.05	45.00
				$ 64,264.00

Rex Hill Unit (~~Contract No. 1826~~) (Sta 600+00 to 712+00) (Contract No. 1824)

All Required		Clearing and Grubbing		$ 2,000.00
1,400	cu. yds.	Trench Excavation	$ 1.00	1,400.00
99,000	cu. yds.	Common Excavation	0.32	31,680.00
57,000	cu. yds.	Solid Rock Excavation	0.32	18,240.00
23,000	cu. yds.	Rock Borrow	0.50	11,500.00
143,000	yd. sta.	Overhaul	0.015	2,145.00
68,000	yd. mi.	Truck Haul	0.16	10,880.00
2.12	miles	Finishing Roadbed and Slopes	500.00	1,060.00
11,400	lin. ft.	Mounting Guideposts	0.10	1,140.00
900	lin. ft.	8" Perforated Concrete Pipe	0.60	540.00
450	lin. ft.	9" Perforated Corr. Iron Pipe	1.10	495.00
340	lin. ft.	12" Concrete Pipe	1.10	374.00
600	lin. ft.	18" Concrete Pipe	2.20	1,320.00
270	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.25	337.50
280	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	560.00
80	lin. ft.	48" Corr. Iron Pipe, Protected Invert	10.00	800.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
120	cu. yds.	Class "D" Concrete	20.00	2,400.00
13,000	lbs.	Metal Reinforcement	0.06	780.00
2,800	lin. ft.	Timber Piling	0.60	1,680.00
1,700	sq. yds.	Pavement Removal and Slope Paving	0.75	1,275.00
300	cu. yds.	Rock Backfill in Drains	1.00	300.00

15,000	cu. yds.	Rock Sub-base	$ 1.05	$ 15,750.00
4,100	cu. yds.	1½" - 0" Rock in Base & Shoulders	1.15	4,715.00
200	cu. yds.	¾" - 0" Screenings	2.00	400.00
200	cu. yds.	¾" - 0" Rock in Footpaths	2.00	400.00
500	cu. yds.	Sand Cushion	1.50	750.00
2,000	cu. yds.	Filler	0.30	600.00
2,000	yd. mi.	Hauling Filler	0.20	400.00
28,000	sq. yds.	Portland Cement Concrete Pavement	1.78	49,840.00
3,000	lin. ft.	Expansion Joints	0.20	600.00
15,000	lin. ft.	Contraction Joints	0.03	450.00
15,000	only	Dowels	0.16	2,400.00
10,500	lbs.	Tie Bars and Reinforcement	0.06	630.00
80	tons	Class "A" Asphaltic Concrete	7.50	600.00
30	tons	Class "B" Asphaltic Concrete	7.50	225.00
500	sq. yds.	Surface Finish Coat	0.20	100.00
				$ 168,346.50

~~Box Hill-Newberg Section (Contract No. 1947)~~ (Sta. 712+00 to 801+00) Contract No. 1947)

~~Portland Cement Concrete Pavement~~
~~(Sta. 712+00 to 801+00)~~

All Required		Clearing and Grubbing		$ 865.00
500	cu. yds.	Trench Excavation	$ 0.75	375.00
28,200	cu. yds.	Excavation, Single Classif.	0.30	8,460.00
15,000	yd. sta.	Overhaul	0.02	300.00
14,500	yd. mi.	Truck Haul	0.15	2,175.00
1.41	miles	Finishing Roadbed and Slopes	500.00	705.00
700	lin. ft.	Rounding Cutbanks	0.10	70.00
1,100	lin. ft.	8" Perforated Concrete Pipe	0.75	825.00
1,300	lin. ft.	12" Corr. Iron Pipe	1.25	1,625.00
300	lin. ft.	18" Concrete Pipe	2.00	600.00
90	lin. ft.	24" Concrete Pipe	3.50	315.00
100	lin. ft.	36" Concrete Pipe	7.00	700.00
260	lin. ft.	Salvaging Culvert Pipe	0.20	52.00
230	cu. yds.	Rock Backfill in Drains	1.50	345.00
7,000	cu. yds.	3" - 1½" Rock in Base & Surfacing	1.40	9,800.00
2,900	cu. yds.	¾" - 0" Rock in Base, Surfacing & Shoulders	1.40	4,060.00
80	cu. yds.	1½" - 0" Rock in Footpaths	2.50	200.00
700	cu. yds.	Sand Cushion	1.50	1,050.00
400	cu. yds.	Filler	0.50	200.00
1,000	yd. mi.	Hauling Filler	0.15	150.00
18,300	sq. yds.	Portland Cement Concrete Pavement	1.50	27,450.00
1,900	lin. ft.	Expansion Joints (Cork Filler)	0.45	855.00
9,300	lin. ft.	Contraction Joints	0.03	279.00
9,400	only	Dowels	0.15	1,410.00

6,600 lbs.	Tie Bars and Reinforcement	$ 0.06	$	396.00
All Required	Provision for Traffic			437.00
310 cu. yds.	Mineral Aggregate in Place	3.00		930.00
32 tons	No. 3 Road Oil in Place	25.00		800.00
			$	63,4[illegible]
	Subtotal		$	298,533 287792
	10% Engr. & Cont.			29,853 28779
	Total		$	328,386 316,571
	Length	4.735 miles		
	Cost per mile	$ 69,354 66,857		

Asphalt Pavement (Sta. 801+00 to 828+00) (Contract No. 1947)

All Required	Clearing and Grubbing		$	135.00
100 cu. yds.	Trench Excavation	$ 0.75		75.00
2,800 cu. yds.	Excavation, Single Classif.	0.30		840.00
4,000 yd. mi.	Truck Haul	0.15		600.00
0.51 mile	Finishing Roadbed and Slopes	500.00		255.00
300 lin. ft.	Rounding Cutbanks	0.10		30.00
1,100 lin. ft.	12" Corr. Iron Pipe	1.25		1,375.00
10 lin. ft.	18" Corr. Iron Pipe	2.00		20.00
40 lin. ft.	12" Concrete Pipe	1.50		60.00
140 lin. ft.	Salvaging Culvert Pipe	0.20		28.00
2,000 cu. yds.	3" - 1½" Rock in Base & Surfacing	1.40		2,800.00
1,300 cu. yds.	¼" - 0" Rock in Base, Surfacing & Shoulders	1.40		1,820.00
120 cu. yds.	1½" - 0" Rock in Footpaths	2.50		300.00
200 cu. yds.	Filler	0.50		100.00
500 yd. mi.	Hauling Filler	0.15		75.00
1,090 tons	Class "B" Asphaltic Concrete	6.00		6,540.00
400 tons	Cutback Asphalt Wearing Surface	6.00		2,400.00
All Required	Provision for Traffic			63.00
30 cu. yds.	Mineral Aggregate in Place	3.00		90.00
2 tons	No. 3 Road Oil in Place	25.00		50.00
	Subtotal		$	17,656
	10% Engr. & Cont.			1,765
	Total		$	19,421
	Length	0.511 mile		
	Cost per mile	$ 38,005		

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Portland Cement Concrete Pavement	$ 328,392	$ 200,323	$ 128,069
Asphalt Pavement	19,421	11,847	7,574
	$ 347,813	$ 212,170	$ 135,643

FORM S-A-1 1M8 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLADDEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

93

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MAR 22 1937
FOR FILING

RECEIVED
MAR 20 1937
OREGON
STATE HIGHWAY COMMISSION
REFER TO FILE NO.

OREGON STATE HIGHWAY COMMISSION

SALEM

Portland, Oregon
March 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

State Highway Engineer

Attention: H. G. Saith

Dear Sir:

Herewith three blue prints of Federal Aid Sheets for Middleton-Votaw Section, on which I have answered the several questions noted.

This job can be written up very similarly to the Rex Hill-Newberg Section with which it was first intended to let it.

Date of Completion: November 30, 1937

At Station 503 there are some logs and stumps partially buried, which should be removed and the contractor's attention should be directed to this under "Special Items of Work."

Rock Base: Same as Rex Hill-Newberg except that under "Sources of Material" the state-owned quarry at Station 670 should be described as two miles south of the south end of the project. (The contractor for Rex Hill-Newberg is producing both sizes of rock base of good quality and at the rate of over 500 yards a day and is stockpiling, so expect he will be through crushing rock before this next job is let and although it is probable the Mt. States Construction Co. should be able to bid the best prices for this coming job, still another contractor could set up in the same quarry after the Mt. States is through.

Some of the cuts on Middleton-Votaw will be quite soft and I want crushed rock base rather than gravel.)

Asphaltic Concrete Pavement: To be placed on top of existing asphaltic concrete pavement north of Station 478 to form smooth rounding connection between end of proposed concrete, at Station 478, and existing pavement to the north. (Tonnage required is quite small and could be placed by State Forces. However, the contractor on Rex Hill-Newberg plans to buy this material for his job in Portland and he could doubtless arrange for this also.)

Provisions for Traffic: This is much simpler than Rex Hill-Newberg, as the only provision necessary is immediately adjacent to the two ends of the job. At the north end of the job, Station 477 to Station 480, we plan to place 3/4" crushed rock along the east side of the existing pavement before any of it is torn up. The contractor will

be paid for placing this rock at his bid price for rock base and the state will oil the short stretch with state forces the same as we did last summer on Rex Hill. We can secure a distributor in Portland on short notice for small jobs like this.

At the south end of the project we plan to grade and surface a detour road along the east side from Station 537 to Station 541. The contractor will be paid for grading and for rock surfacing at his bid price and the state will oil by State Force Order. It will be necessary for the contractor to handle one way traffic, approximately Station 541 to Station 541+50, for a few days, while a few slabs of high early-strength concrete set. After traffic is using the new concrete pavement, the approach road along the east side, at the south end of the job, may have to be revised to approximately the location shown on the plans, in order to permit construction of the shoulder and ditch for new grade.

I am including an item, "Provision for Traffic", in the estimate, although considering the small amount of work the contractor will have to perform not covered by bid items, you could cut this "Provision for Traffic" item out.

If any further information is desired, please advise. I believe you have profile, cross-sections, Special Provisions etc., submitted December 17th.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

RAC:DP
CC R. H. Baldock
S. H. Probert

Encl. P. S. Herewith three copies of Engineer's Estimate.

R. A. C.

FORM S-A-1 1936 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. BLAISDELL, SECRETARY

RECEIVED
MAR 22 1937
FOR FILING

RECEIVED
MAR 20 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

Portland, Ore.
March 19, 1937

IN REPLY PLEASE REFER TO FILE NO.

73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. H. Devers

Dear Sir:

Herewith copy of a letter from H. C. Broadwell, concerning the moving of gas tanks and pumps for Louis and Lena Hulit on the Rex Hill-Newberg Section.

The option from Edith Wakeham provides the State shall pay the owner the low bid of some moving outfit for moving a fruitstand or it shall be moved by the State; there is also an allowance of $2.00 for shrub removal.

In both cases I wish to recommend that payment of money be made direct to the owner and that the owner handle the details of moving the gas tanks, pumps, and fruitstand.

Last year the State contractor moved several houses at Rex and all winter we have had complaints by letter and phone on an average of two a week, and though we have been to considerable expense, have not satisfied all the owners yet. We are still working at it and expect to conclude the matter but anticipate probability of complaints again next winter. On the other hand, if the owner moves his own, we are through with the matter and he can do the work to suit himself.

Please arrange moving the fruitstand and gas tanks at your early convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
H. C. Broadwell

#1826

RECEIVED
MAR 19 1937
FOR FILING

73

March 19, 1937

Great American Indemnity Company,
241 Sansome Street,
San Francisco, California.

Attention: Mr. Wm. C. Price.

Gentlemen:

Reference is made to your letter of March 12th concerning the Theo. Arems & Oregon Contracting Company contract for the construction of the Rex Hill Section in Washington and Yamhill Counties.

You are advised that this contract was completed on December 11, 1936, but has not yet been accepted. The total amount earned under the contract is $166,672.49, the retained percentage is $5,000.17 and $161,672.32, has been paid to date.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1826
Wash. Yamhill

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

WILLIAM H. KOOP
PRESIDENT

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0300

RECEIVED
MAR 15 1937
OREGON
STATE HIGHWAY COMMISSION

March 12, 1937

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

RE: Bond 109804 - Theodore Arenz and Oregon contracting Company -- for the 2.12 miles grading, paving and moving of buildings Rex Hill Section of West Side Pacific Hwy, Washington and Yamhill Counties, Oregon

Sometime ago you advised us of the completion of the above contract.

In order that we may make the proper premium adjustments with our principal, it is necessary that we know the final total contract price. Will you also advise if the work has been formally accepted?

If you can now furnish us with this information it will be sincerely appreciated.

Yours very truly,

BONDING DEPARTMENT

Wm. C. Price

Wm. C. Price.

WCP:SH

E - #166,672.49
P - 5,000.17
Pd - #161,672.32

RECEIVED
MAR 22 1937
FOR FILING
73

March 17, 1937

Mr. E. A. Collier
Division Engineer
State Highway Department
7729 S. E. 13 Avenue
Portland, Oregon

Dear Sir:

Please write a letter for me in answer to the enclosed communication from Estella Sease.

Very truly yours,

State Highway Engineer

RHB:HI

RECEIVED

Rex Oregon
March 15 1937

Oregon State Highway Commission
Salem Oregon

COPY

Gentlemen:-

I, am, writing you again, in hope I may secure the proper completion of the grounds around my store and filling station at Rex. I, have been promised and promised and so far your representives have been unable to complete the work to my satisfaction. In in the first place, there was to be 1200 cu. yds of dirt to have been taken in excavating and there were approximately 2200 making me lower than the highway with the result that the water from the surrounding land drains onto and stands on my property. To try and overcome this condition ditches have been dug, making not only an unsightly appearance, but also a menace to health, as one of the drains empties under one my buildings causing a continual state of dampness and rendering the place unfit for my use. Another complaint is concerning the condition of the ground in back of my buildings. I believe the top soil was to be saved or as good in place, so far nothing but clay has been given me, which makes the ground unfit for lawn or anything else. There has been ample time for the Highway department to finish the work on my place and I must insist that every effort be put forth at once to complete your project for me. Not one of you would have your property left in the same condition as you have left mine.

Yours Truly

(Sgd) ESTELLA SAMS

RECEIVED
DEC 31 1936
FOR FILING
Klamath Drainage

December 24, 1936

Mrs. E. Sams

Rex, Oregon

Dear Madam:

Responding to your communication of December 22, regarding your property at Rex, advise that I have requested our Division Engineer, Mr. Collier, to call on you this week and give the matter his attention.

Very truly yours,

State Highway Engineer

RHH:HI

cc Mr. E. A. Collier

RECEIVED
DEC 23 1936
OREGON
STATE HIGHWAY COMMISSION

Rex, Oregon,
December 22, 1936

State Highway Commission,
Salem, Ore.

Dear Sirs,

I feel that I have been very patient with your department and have requested for proper drainage of my property. Lately all my requests have been ignored by Mr. Broadwell, your representative. At present the frontage of my property can very easily be compared to a swamp. I am sure that you will agree that after all in a business such as mine the frontage is of all importance as cars will not stop for gas where a hazzard of being mired down is in existence. Also, such drainage as has been prepared so far, in my estimation, is deplorable as it makes my property a catch all or reservoir for surrounding property. May I expect co-operation from your department in as much as your local representative continues to ignore my request for what I am rightfully entitled to?

Yours respectfully,
Estella Sams
Mrs. E. Sams

RECEIVED
MAR 11 1937
FOR FILING

73

March 10, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your recent letter, we are enclosing herewith five copies of revised project statement map for the Multnomah County Line-Newberg Section of the West Side Pacific Highway, Federal Aid Project No. 73.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

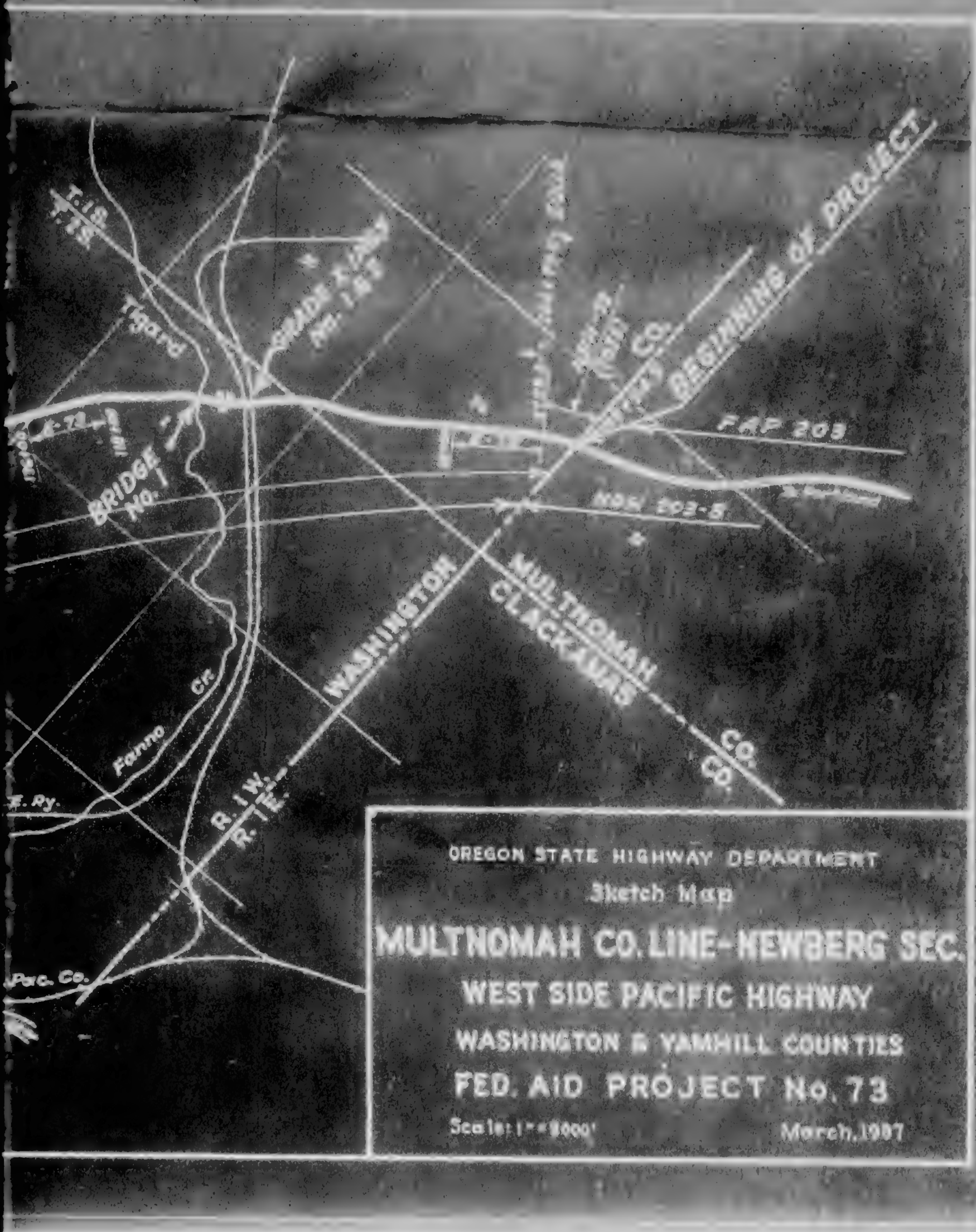
Dict. by J. W. Nash/GS

Encl.

END OF PROJECT
PEAK

Sherwood
Pleasant Valley
Pleasant Valley
Pleasant Valley

BRIDGE No. 3
RIVER
ST REOPENING OF F.A.P. NO. 73
73
Rock
C.B.&Q.
Ry.
Ry. Pass. Co.



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

MULTNOMAH CO. LINE - NEWBERG SEC.

WEST SIDE PACIFIC HIGHWAY

WASHINGTON & YAMHILL COUNTIES

FED. AID PROJECT No. 73

Scale: 1" = 1000'

March, 1937

FORM 3454 1000 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLANVER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

RECEIVED
MAR 19 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

March 6, 1937

1520

Mrs. Helen Cameron
Rex, Oregon

Dear Madam:

We have your letter of March 5th relative to your property on the West Side Pacific Highway in the vicinity of Rex.

It is with pleasure we note that Mr. Collier of this department has called upon you and that the entire matter has been arranged to your satisfaction.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. Henry F. Cabell
Mr. R. H. Baldock

H. B. GLAISYER, SECRETARY
L. F. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

March 8, 1937

1520

Mr. Henry F. Cabell, Chairman
State Highway Commission
Failing Building
Portland, Oregon

Dear Sir:

You will recall that you referred to us Mrs. Helen Cameron's letter of February 27th relative to her property on the West Side Pacific Highway in the vicinity of Rex.

On March 1st we wrote to her as to the matters which she had in mind, a carbon copy of which letter was sent to you. We now are enclosing a copy of a letter received from Mrs. Cameron under date of March 5th, and you will note that Mr. Collier has seen her and the matter now appears to have been fixed up entirely to her satisfaction.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. E. A. Collier

C
o
p
y

Sherwood Ore
March 5th 1937

Mr. J. W. DeSouza,
Salem,
Ore.

Dear Sir:

Your letter received yesterday. I will say Mr. Collier came out and reconsidered draining my camp ground. The men came down yesterday and fixed it all up verry satisfactory. He is to give me two loads of good dirt for the side of the house. My shrubs were all killed last fall. I am anxious to get them started again. It is time. I want to thank the Highway Commission for what they have done in fixing my place. Mr. Collier was verry nice about it.

Yours Resp.

(Sgd.) Mrs. Helen Cameron

Form 888—5M—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

13

For Week Ending February 27, 1937

Section Rex Hill - Newberg

Kind of work Grading & Paving

Highway West Side Pacific

Section prefix 36-1104

Contractor Mountain States Const. Co.

Contract number ~~1949~~ 1947

Date of contract January 14, 1937

Date of completion October 31, 1937

Date work started February 9, 1937

Estimated date of completion October 31, 1937

Amount of contract $83,445.00

Per cent of time elapsed 15%

Estimated cost of completed project, exclusive of engineering $83,445.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 501.05, 10 %

Date project was completed . . . . . , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor setting up plant in Rex Quarry.

They have 3 men on clearing along job. taking all small brush out.

Mr. Collier and myself over the job Wednesday and looked at clearing. deciding on the large Tree that were to be Taken out.

The electric Co and Telephone Co were over Job this week to see about moving the lines.

The Gas Co are working on the Gas main.

RECEIVED
MAR - 1 1937
DIVISION ENGINEER
DIVISION NO. 2

Signed W. C. Woodward.

Address Newberg, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

FORM A-1 [illegible]

.... R. N. BARROW

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.92				1.92
Miles partially completed					
Miles completed					
Total estimated quantities	31000				18300
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Yamhill COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	5					6	11
Men and teams							
Men and trucks under 3 tons					1		
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,
Compressors 2....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Clear		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Cloudy		
Saturday	Clear		

FORM S-A-1, 1936 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 1 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

February 26th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. L. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

In regard to the entrances to service stations on the Rex Hill-Newberg Section, I think we should be guided by our practice on Barbur Blvd. in providing entrances and exits except possibly where the station has been established for a long time and any change would interfere with its business. In the latter case, I think it would be advisable to conform to the existing lay-out.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM S-A-1 1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

STATE HIGHWAY COMMISSION
ENGINEER'S WEEKLY REPORT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

73

XXXXXXXXXXXXXXXXXXXXX
Portland, Oregon
Feb. 25, 1937

IN REPLY PLEASE REFER TO FILE No.

FEB 26 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On the Rex Hill-Newberg Section Mr. Broadwell has planned a number of side entrances at service stations and beer parlors. Some are now 100 to 200 feet long. You will remember on Fourth St., we are trying to limit entrances to 25 feet. If we should adopt such a policy on the Newberg job, we could save some length of culvert pipe at approaches. Do you think it advisable to attempt to give some of these people two short entrances instead of one long continuous one as at present?

We are attempting to preserve quite a number of trees located near the edge of our new 80 ft. right of way. Some of these trees are 60 ft. high. The Power Company's poles are to be moved back to the 39 ft. line and the Power Company either must use very high poles, say 90 ft., or cut the tops out of some of these trees; I believe Mr. Tobey of the Power Company has written to Mr. Otten concerning the trimming of these trees and if I can be assistance I will be glad to go over this with them and Mr. Broadwell. I have told Mr. Broadwell that the Power Company could move their poles out to the 35 ft. line at a few locations, if this would eliminate the necessity of cutting trees or going to high poles, but that the Power Company was not to trim any of these trees without express permission.

The Power Company has a high voltage three-wire circuit on top and two cross-arms below with lesser voltage wires.

On the other side of the highway the Telephone Company will have somewhat similar difficulties but will not be bothered so much, because they can, wherever necessary, go to Duplex or lead cable.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

CTION

Form 888—5M—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

13

For Week Ending February 20, 1937

Section Rex Hill - Newberg

Highway West Side Portion

Contractor Mountain Fir Mills

Date of contract January 14, 1937

Date work started February 9, 1937

Amount of contract $83,445.00

Estimated cost of completed project, exclusive of engineering $83,445.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $452.42, 9 %

Kind of work Grading & Paving

Section prefix 36-1104

Contract number 1947

Date of completion October 31, 1937

Estimated date of completion October 31, 1937

Per cent of time elapsed 13 %

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has a Crew setting up the screening & Crushing plant at Rex Quarry. They are also drilling in quarry getting ready to Shoot.

Retained a small Crew Clearing Friday 7th

No work on Wednesday and Thursday To Stormy.

In office we are working up large scale profile from 801-828 where we are going to lay over present pavement.

Hard Storms wednesday & Thursday and I locked over drainage

RECEIVED
FEB 22 1937
DIVISION ENGINEER

FEB 22 1937

Signed H. C. Broadwell

Address Newberg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.92				1.92
Miles partially completed					
Miles completed					
Total estimated quantities	31,000				18,300
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Yamhill COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	5					6	11
Men and teams							
Men and trucks under 3 tons						1	
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,
Compressors 1....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	Snow		
Friday	Cloudy		
Saturday	Snow		

FORM S-A-1 1500 10-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. SLAUSON, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 17 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

XXXXXXXXXXXXXXXXXXX
Portland, Oregon
February 15, 1937

RECEIVED
FEB 16 1937
OREGON
STATE HIGHWAY COMMISSION
IN REPLY REFER TO FILE NO.

#73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Herewith copy of a telegram received in this office February 13th:

Newberg, Ore.
Feb. 9, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau Public Roads
Portland, Ore.

Work started today F.A. #73.

H. C. Broadwell
Asst. Engineer

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By
Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

NOTED
Asst. Highway Engineer

Form 388—5M—7-36

13

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 13, 1937

Section Rex Hill - Newberg — Kind of work Grading & Paving

Highway West Side Pacific — Section prefix 36-1104

Contractor Mountain States Const. Co. — Contract number 1947

Date of contract January 14, 1937 — Date of completion October 31, 1937

Date work started February 9, 1937 — Estimated date of completion October 31, 1937

Amount of contract . . . . . $83,445.00 — Per cent of time elapsed 11%

Estimated cost of completed project, exclusive of engineering $83,445.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $389.24, 8% — Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Mt States Construction Company started work on Tuesday Feb. 9 building bankers in the Rex Quarry and drilling with one Compresser in floar of pit. They will start Crushing rock and stock piling as soon as the plant is ready.

Party has been re tracing line 712-827 and setting out Right of way pipe and post also. Levels over Sab.

Working up the Construction map and profile as far as we can go at this time.

RECEIVED
FEB 15 1937
DIVISION ENGR.

Signed W. G. Broadwell

Address Newberg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.72				1.92
Miles partially completed					
Miles completed					
Total estimated quantities	31,000				18,300
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Yamhill COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	5					6	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,
Compressors 1, Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Part Cloudy		
Tuesday	Part Cloudy Frost		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Clear		
Saturday	Rain		

#1826

RECEIVED
FEB 12 1937
FILING
73

February 12, 1937

Great American Indemnity Company,
Bonding Department,
241 Sansome Street,
San Francisco, California.

Attention: Wm. C. Price.

Gentlemen:

Reference is made to your letter of February 10th concerning the Theo. Arens and Oregon Contracting Company Contract No. 1026, Rex Hill Section in Washington and Yamhill Counties.

You are advised that final payment has not yet been made in connection with the above contract. The total amount paid to date is $161,672.52, and the retained percentage is $5,000.17.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1826
Wash + Yam. Co.

RECEIVED
FEB 12 1937
OREGON
STATE HIGHWAY COMMISSION

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

Great American
Indemnity Company
New York

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

February 10, 1937

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

RE: Bond 109804 - Theodore Arenz and Oregon Contracting Company -- for the 2.12 miles grading, paving and moving of buildings Rex Hill Section of West Side Pacific Hwy, Washington and Yamhill Counties, Oregon

Sometime ago you advised us of the completion and acceptance of the above contract.

In order that we may make the proper premium adjustments with our principal, it is necessary that we know the final total contract price.

If you can now furnish us with this information it will be sincerely appreciated.

Yours very truly,

BONDING DEPARTMENT

Wm C Price

Wm.C.Price

WCP:SH

C. #166,672.49
R. 5,000.17
P. #161,672.32

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
C. M. ALDRICH, PENDLETON
R. V. TOU VELLE, JACKSONVILLE
W. D. GLADSTONE, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 2 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM
Portland, Oregon
January 30, 1937

RECEIVED
FEB 1 1937
STATE HIGHWAY COMMISSION

Mrs. Helen Cameron
Sherwood, Oregon

Dear Madam:

Your letter of January 28th received. The shallow valley between the edge of our pavement and your service station has been constructed in accordance with highway standards and, as I advised you a week ago, will not be changed.

At that time we planned to place a load of dirt each side of your house and to raze rocks off of the slopes as soon as the weather moderates and I will see that this work is completed in good shape; but we cannot drain your camp ground.

I will drop in and see you again one of these days, but suggest now that you drain your camp ground either by doing a little grading or by putting in a tile drain leading to the creek. The Highway Department constructed a good approach to your service station with long easy curves at each side and, in my opinion, has fulfilled all its obligations.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. H. Bishop

FORM S-6-1 1M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 25 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
[redacted]
Portland, Oregon
January 22, 1937

73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Dear Sir:

Your letter of January 19th at hand confirming the request of Mrs. Helen Cameron at Rex for additional work on her property.

The highway construction past her property was finished up consistent with the rest of the job, but she is an old lady and we moved her service station back and the things she requests will not cost us much money, so I have arranged to have the rocks raked off of the slopes in front of her property and alongside of the approaches to her property, and some dirt spread on these slopes and to have a very few small pieces of wood and iron, less than a wheelbarrow-load full, picked up; also to have two loads of dirt put alongside her house, where the fill around the foundation has settled. She asked to have the valley filled up at the outside of our shoulder, between the pavement and her station, but I informed her that it was essential for maintenance of the highway that there be a slight valley at this location, to prevent water from running onto the pavement.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. C. Broadwell
A. G. Skelton

RECEIVED
JAN 23 1937
STATE HIGHWAY COMMISSION

RECEIVED
JAN 20 1937
FOR FILING
73

January 19, 1937

Mr. E. A. Collier
Division Engineer
State Highway Department
7729 S. E. 13 Avenue
Portland, Oregon

Dear Sir:

Mrs. Helen Cameron, who owns the service station at Rex, called today regarding the cleaning of the construction debris from her property.

I would appreciate your having an interview with Mrs. Cameron and making an inspection of the property, and see to it that we do the things that are right and proper. Mrs. Cameron will be there next Monday. Please arrange to see her at that time.

Very truly yours,

State Highway Engineer

RHB:HI

RECEIVED
JAN 21 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. 73-A

January 16, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of work done in connection with Contract No. 1826 on Oregon F.A.P. 73-A, the Multnomah County Line-Newberg Section of the West Side Pacific Highway was made by a representative of this office on December 8, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM S-A-1 SH 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
JAN 19 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 18 1937
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXXXXXXXXXXXXXXX~~
Portland, Oregon
January 16, 1937

IN REPLY PLEASE REFER TO FILE NO.

73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On the Rex Hill job George Arens claims that he discussed with you once his request to be allowed trench excavation pay for inlet and outlet ditches to two large culverts. The excavation ran over one-half cubic yard per lineal foot and the length of the ditches was over 50 feet each. The total yardage involved is between 300 and 400 yards. Trench excavation is $1.00 per cubic yard and common excavation and solid excavation are each $.32 per cubic yard. Mr. Arens said that you gave him some encouragement for his claim and stated that in some cases where the excavation in trenches had to be done by hand under difficult conditions the contractor was allowed trench excavation, even though the yardage was over the specified amount.

In the present case, the excavation was done by hand and the men had to wear hip boots and the cost was more than $.32 per cubic yard.

The final estimate is about ready to be submitted to Salem and if you feel that Arens is entitled to this trench excavation, please advise at your earliest convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
JAN 15 1937
FOR FILING

CONFIRMATION

RECEIVED
JAN 15 1937
STATE HIGHWAY COMMISSION

of Public Roads

[redacted] Oregon

73

DAY LETTER

Portland, Oregon
January 14, 1937

R. H. Baldock
State Highway Engineer
Salem, Oregon

THIS IS TO CONCUR IN AWARD OF CONTRACT THIS DATE FOR OREGON PAP SEVENTY THREE NEW HILL WIDENING SECTION WESTSIDE PACIFIC HIGHWAY TO MOUNTAIN STATES CONSTRUCTION COMPANY EUGENE LOW BIDDER

Lynch

Paid govt. rate

RECEIVED
JAN 28 1937
FOR FILING
23

January 13, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As the rights of way matters which have been holding up the award of contract for the grading and paving of the Rex Hill-Newberg Section (Federal Aid Project No. 73) are now satisfactorily settled, we desire to make the award of contract tomorrow, January 14th, the award to be made to the Mountain States Construction Company of Eugene, Oregon, on the basis of the bid submitted by it on December 17th.

If you approve of this award, please advise of your concurrence.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
JAN 9 1937
FOR FILING
73

Cross Referenced to
Maint.
Approach Roads

January 6, 1937

Mr. Isaac D. Hunt
804 Wilcox Building
Portland, Oregon

Dear Sir:

Again responding to your communication of December 4, advise that I have had an investigation made and have given instructions for this department to provide you with a proper entrance. The work will be performed as soon as possible.

Very truly yours,

State Highway Engineer

HSB:HH
cc Mr. E. A. Collier

Mr. Collier:

Please do this at once.

RECEIVED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
January
5th
1937

IN REPLY PLEASE REFER TO FILE No.

112

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

I am returning herewith the letter from Isaac D. Hunt in which he requested a suitable road approach to his property located at the foot of Rex Hill on the West Side Pacific highway.

In accordance with your instructions, in company with Mr. Collier and Mr. Eason, I met Mr. Hunt and inspected the road approach as constructed at this time. In my opinion, Mr. Hunt has ample grounds for complaining as he has a fine home and has spent considerable money in landscaping the same.

The new highway as constructed is some 3½ feet lower than the old pavement, was moved away from the entrance to the Hunt property and approximately half of the old pavement excavated so that at this time while Mr. Hunt has a paved approach, it is necessary that he leave the highway quite abruptly some 150 feet either way from the entrance to his property, parallel the present highway at an elevation of 3½ feet and make a sharp turn into the entrance. The old concrete pavement was taken out in such a manner that it leaves a rather ragged edge and certainly is not a thing of beauty.

I would recommend that the old pavement be entirely taken out and the approach sloped from the property line to the ditch line, graded and then oiled. Mr. Collier informs me that material from the excavation can be used in the adjacent contract. Mr. Eason stated that it was his intention when he planned the work to construct a road approach and level it off as outlined above. The estimated cost of performing this work is $300 and can be carried on in connection with the adjacent contract. I would recommend that this be done.

Very respectfully,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er
encl.
cc E. A. Collier

December 5, 1936

Mr. Isaac D. Hunt
904 Wilcox Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of the 4th directed to Mr. R. H. Baldock, State Highway Engineer, in regard to an approach to your home farm from the West Side Pacific Highway near Rex Hill.

I am acknowledging receipt of your letter in behalf of Mr. Baldock who is out of the office and is not expected to return until Monday, the 14th instant. I shall place your letter on his desk for his attention as soon as he returns.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

ISAAC D. HUNT
PORTLAND, OREGON

RECEIVED
DEC 5 1936

December 4th, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

My dear Mr. Baldock:

At the time of the improvement of the Rex Hill grade on the west side Pacific Highway, I donated a small piece of land for the new right-of-way in consideration that the entrance to my home farm would be properly replaced. In reference thereto, I herewith enclose to you a copy of letter to that effect.

As you may know, I have a rather expensive country home with the grounds extensively landscaped and, since the contractor has made no provision for an entrance to my home, I find myself in a very awkward position.

I am sure this has been an oversight and I would appreciate the privilege of a conference with you or with one of your staff and preferably I would like to have such conference at my home where the exact conditions may be viewed. If you find it appropriate to arrange such a meeting, I should be very glad to meet such designated officer at my home at any time appointed.

My home is at the foot of the Rex Hill and on the right of the highway going toward Newberg.

Thanking you for your consideration in the matter, I am

Very truly yours,

Isaac D Hunt

ISAAC D. HUNT
804 Wilcox Building.

IDH:LEW
Encl.

COPY

OREGON STATE HIGHWAY COMMISSION

Salem

December 5, 1934

Mr. Isaac D. Hunt,
Wilcox Building,
Portland, Oregon.

Dear Sir:

Reference is made to the matter of purchase of right of way from you in the Iri Orton D. L. C. and the Sebastian Brutscher D. L. C. in Township 3 South, Range 2 West, W.M., in Yamhill County.

You may accept this letter as the agreement of the State Highway Department that when the reconstruction of the highway is performed at your place, we will restore or replace your existing driveways in equivalent condition to that now existing as to type, kind, and quality of workmanship. It is to be understood, however, that there may occur some changes in the grade of the highway which will necessitate corresponding changes in the gradient of the approach roads so as to effect a proper intersection with the new highway grade.

Yours very truly,

J. M. DEVERS

By (signed) J. W. DeSouza
Assistant Attorney

FORM S-A-1 SM 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, KLAMATH FALLS
H. B. VAN DUZER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 29 1936
FOR FILING

73

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXXXXXXXXXXXXXXX~~
Portland, Oregon
Dec. 28, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. H. Gleiser, Sec'y.

Dear Sir:

Attached hereto you will find application from the Oregon Contracting Company and Theodore Arens for an extension of time of eleven days on their Rex Hill Contract, No. 1826, which was completed on December 11, 1936. You will also find attached hereto consent of their surety company for this extension.

The reasons given in Mr. Arens's letter are not valid. I doubt if making the embankment in halfwidths caused any material delay in completion of the job and even if true, the contractor was required to perform the work in this manner under the terms of this contract, in order to provide a satisfactory method of handling traffic. The plan he was working under roused such a storm of criticism that it could not be followed any longer.

Bids for this project were opened on February 7, 1936 and the contract was awarded the same day. Work was started March 9, 1936, thirty days later. Grading was started in Otis' orchard with cat and scraper on April 10th. The contractor did not start any concrete paving until September 23rd, although he was repeatedly urged to do so previously. On September 3rd I wrote the contractor asking early start of paving and requesting additional equipement and organization in order to complete paving within the time limit. The contractor at that time had his paving crew working at Linnton. The contractor was using part of his equipment for J. C. Compton on the Springbrook Road. He was securing 1 1/4"-0" rock from the Henne Quarry and, since Compton also had to secure rock from this quarry at the same time, the Rex Hill contractor was materially delayed, as only about 5 cu. yds. per hour was available. After paving was started only one crew was used; also it was necessary to lay off at least two days a week to avoid getting over the forty hours. It was suggested that experienced men were available from some other contractors who had finished their jobs and a second shift would have materially expedited completion of the work. After the first strip of paving was finished, the crew was sent back to Linnton to complete that job. During the paving of the second strip the contractor was short

of concrete aggregate and lost several days on this account. Paving was finished on November 10th. All pavement was opened for traffic on November 24th and the contractor placed shoulders, finished slopes, cleaned ditches and did other finish-up work, completing the job on December 11th.

In My opinion the contractor could have finished all work easily within the time limit, had he placed adequate crushing and shovel equipment on the job and organized another paving crew. The season was favorable for work after June and the late fall was especially favorable for finishing up work.

Traffic was not inconvenienced after the specified date of completion, November 30th, nor was engineering expense materially increased, because our Resident had other work going on. The contractor advised me he plans to present claims for adjustment, at least one of which will be based on construction of the fill-in half-widths, as mentioned in his request for extension.

I recommend that the extension be not granted and that at the time of final adjustment, the contractor be requested to rewrite his letter asking for an extension of time, setting forth, if possible, reasons for extension of time which could be approved by the U.S. Bureau of Public Roads.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

THEODROE ARENZ
Gen. Contract.

Portland, Ore.

December 17, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The completion date specified on the Rex Hill Section in Washington and Yamhill Counties, Contract #1826 is Nov. 30, 1936.

Request is herewith made for an extension of time to December 11, 1936, the date of actual completion. Additional time was necessary for the following reasons:

1. The construction of the heavy embankments between Stations 694 and 707 and Stations 675 and 682 were requred by the engineering department to be made in half widths in place of the usual width.

2. A special oiling detour between Stations 650 and 662 for the temporary accomodation of traffic during the season of c nstruction operations was provided as an extra item of work.

Written consent of the surety on the bond is attached hereto.

Trusting that this time extension may be granted, we remain.

Very truly yours,

OREGON CONTRACTING CO. & THEODORE ARENZ

TA:h

COPY

GREAT AMERICAN
INDEMNITY COMPANY
NEW YORK

Portland, Oregon
December 21, 1936

Oregon State Highway Commission,
State of Oregon
Salem, Oregon

Gentlemen:

The Oregon Contracting Company and Theo. Arenz, contractors, have requested an extension of time on Contract #1826, for 2.12 miles grading, paving and moving of buildings, Rex Hill Section of West Side Pacific Highway, Washington and Yamhill Counties, Oregon, to December 11, 1936.

The Great American Indemnity Company, Surety upon this bond, hereby consents to the extension of time from November 30th, 1936, the origianl completion date, to December 11, 1936.

GREAT AMERCIAN INDEMNITY COMPANY

By MAX ASMUS (Signed)
Attorney-in-Fact

Countersigned:
Harvey Wells Insurance Agency

By Harvey Wells(Signed)
Resident Agent

COPY

Form 888—5M—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

73

For Week Ending December 26, 1936

Section Rex Hill

Kind of work Grading & Paving

Highway West Side Pacific

Section prefix 34-1102

Contractor Crosscort Co. & Tacoma Brewing

Contract number 1826

Date of contract February 7, 1936

Date of completion November 30, 1936

Date work started March 9, 1936

Estimated date of completion Dec. 11, 1936

Amount of contract $176,221.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $176,221.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 7221.22, 7.5%

Date project was completed Dec. 11, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party in office figuring X Section on Job and Borrow Pit. and other office work on Semi-final estimate.

Geo. Miller looking after the drainage on Job all week.

RECEIVED
DEC 28 1936
DIVISION ENGINEER

Signed H. G. Bradwell

Address Newberg, Oregon.

Mr Smith

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.12				2.12
Miles partially completed					
Miles completed	2.12				2.12
Total estimated quantities	169.000				27378
Estimated quantities moved or placed to date	162,000				27378
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ..... , Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	cloudy		
Friday			
Saturday			

FORM S-201 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 1
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
Dec. 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Attached hereto you will find Price Agreement covering cement adjustment in favor of the State on the Rex Hill contract, No. 1826. You will also find Price Agreement covering work of raising Bridge at Station 631+10 on the same contract. No additional authorization is required.

Both of these Price Agreements had been signed by the contractor and were on their way through before we received your letter about the new Form and we trust that the Price Agreements on this form will be satisfactory.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

NOTED

FORM S-A-1 SM 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 16 1936
OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
Dec. 15, 1936

73

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: S. H. Probert

Dear Sir:

The following confirmation copy of a telegram was received in this office yesterday, Dec. 14, 1936:

Newberg, Oregon
December 11, 1936

Mr. H. H. Lynch, District Engr.
U. S. Bureau of Public Roads
Portland, Oregon

Completed today F. A. # 73 employment six.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By
Wilbur M. Darby
Office Engineer

WMD:DF
CC R. H. Baldock

RECEIVED
DEC 11 1936
FOR FILING

13

December 10, 1936

Mr. E. A. Collier
Highway Division Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

We are enclosing herewith a copy of a letter sent out to prospective bidders for the grading and paving of the Rex Hill-Newberg Project, which letter takes care of the changes in specifications mentioned in your letter of December 7th.

Reference in the special provisions to the monuments at the entrance to Newberg was omitted for the reason that we consider it rather poor policy to request bidders to include in any lump sum bid a charge for an item of work which he may not be required to perform. Where there is uncertainty as to the performance of any detailed work, we consider it advisable to handle that item as extra work, if, and when, the work is found to be necessary.

With regard to the making of changes in private water pipe connections, our thought was that payment for that work would automatically be on a force account basis without any particular mention being made of it.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FORM S-9-1 1M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON
Portland, Oregon
Dec. 7, 1936

RECEIVED
DEC 1936
DIVISION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

The Special Provisions for Rex Hill-Newberg Section received and I wish to suggest that the completion date be made October 31st instead of August 31st for the reason that no pavement should be torn up before June 1st and past experience indicates that the contractor would not be able to finish the concrete pavement, shoulders and clean up in three months.

I note you have omitted mention of the concrete "Welcome Portals" erected by the City of Newberg. This item was covered in the Special Provisions sent in and we can so handle it during construction. In my suggested Special Provisions, it was provided that the contractor should make all changes in private water tap connections on a Force Account basis. There are a large number of such private water tap connections and, in my opinion, it would be better to pay the contractor for making these changes than to attempt to force the private individuals to re-arrange their water pipe connections. Will you please advise?

The only item which would affect the bids is the date of completion.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM S-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. IDU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXXXXXXXXXXXXXX~~
Portland, Oregon
Dec. 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. H. DeSouza

Dear Sir:

Your letter of December 8th received, concerning complaint of Mrs. Estella Sams relative to drainage conditions on her property at Rex Hill in Yashill County.

I inspected this property with Tom Davis on December 8th during a heavy rain and saw no water standing at Mrs. Sams' place. Her lot around the buildings has been sloped toward the highway and covered with rock and fine gravel. Mr. Broadwell said that she had complained previously about drainage and that, of course, during a rain the gravel is wet but no standing water is there, as the property is all well sloped. During the rain I failed to see a single puddle of water. Broadwell did not know any way to improve conditions, he advised me. He did not stop to talk with Mrs. Sams, but I will ask Broadwell to see her and find out what she wants us to do. I think the contractor should have finished the job yesterday, but if there are any small items to finish up, I presume he could still do the work. I wish you would have Mr. Benson go over the situation with Mr. Broadwell if you have any further suggestions.

On this same project, you will remember, Mrs. North complained about the condition of her well, which was rebuilt by the sub-contractor under Arens. Geo. Arens has agreed that he will clean the mud out of this well, dig it deeper and place brick lining clear to the bottom.

Very truly yours,

NOTED

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. C. Broadwell
H. G. Smith

RECEIVED
JUL 29 1937
FOR FILING

December 8, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of revised special provisions, pages 2 and 36, for the Bear Hill-Newberg Section, F. A. Project No. 73.

The date of completion given in the first paragraph of page number 2 has been changed to October 31, 1937, and one additional paragraph has been added on page number 36 under the subhead "Existing Pavement to be Left Undisturbed Until June 1, 1937."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

Encl.

FORM S-A-1 Sh 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLADDEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXXXXXXXXXXXXXXX~~
Portland, Oregon
Dec. 7, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

The Special Provisions for Rex Hill-Newberg Section received and I wish to suggest that the completion date be made October 31st instead of August 31st for the reason that no pavement should be torn up before June 1st and past experience indicates that the contractor would not be able to finish the concrete pavement, shoulders and clean up in three months.

I note you have omitted mention of the concrete "Welcome Portals" erected by the City of Newberg. This item was covered in the Special Provisions sent in and we can so handle it during construction. In my suggested Special Provisions, it was provided that the contractor should make all changes in private water tap connections on a Force Account basis. There are a large number of such private water tap connections and, in my opinion, it would be better to pay the contractor for making these changes than to attempt to force the private individuals to re-arrange their water pipe connections. Will you please advise?

The only item which would affect the bids is the date of completion.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

AC:DP
CC R. H. Baldock ✓

NOTED

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 2, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents necessary for modifying Oregon Federal Aid Project 73, Rex Hill-Newberg Section, West Side Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The equation on the title sheet and sheet 4 of the plans should be changed to read 761+67.8 = 776+09.7 to conform to tabulation submitted with project papers and to equation shown on profile of the plans.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING

December 1, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Rex Hill-Newberg Section, F. A. Project No. 73 (Resp.).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

Encls.

RECEIVED
DEC 3 0 1936

Oregon State Highway Department — Federal Aid Project No. 73 (Recp.)

OAK HILL-MERIDIAN SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 30, 1936

COMPLETED FEDERAL AID WORK

Final Cost on Roadwork	$ 543,912.12
Final Cost on Bridges	$ 82,653.15
Federal Aid Paid on Roadway	$ 282,628.84
Federal Aid Paid on Bridges	$ 49,170.87
Emergency Advance Funds Paid on Bridges	$ 6,456.79
Emergency Construction Funds Paid on Roadway	$ 38,119.63
Emergency Construction Funds Paid on Bridges	$ 541.20
Revised Length of Reopened Portion	4.045 miles
Length of Non-reopened Portion	11.222 miles
Total Length	15.267 miles

UNCOMPLETED FEDERAL AID WORK

Estimated Total Cost of Roadwork	$ 84,206.98
NRH (1935) Funds	$ 84,206.98
Length	1.203 miles

NEW WORK

Oak Hill Unit (Contract No. 1326)

All Required		Clearing and Grubbing		$ 2,000.00
1,400	cu. yds.	Trench Excavation	$ 1.00	1,400.00
99,000	cu. yds.	Common Excavation	0.32	31,680.00
57,000	cu. yds.	Solid Rock Excavation	0.32	18,240.00
23,000	cu. yds.	Rock Borrow	0.50	11,500.00
143,000	yd. sta.	Overhaul	0.015	2,145.00
68,000	yd. mi.	Trunk Haul	0.16	10,880.00
2.12	miles	Finishing Roadbed and Slopes	500.00	1,060.00
11,400	lin. ft.	Rounding Cutbanks	0.10	1,140.00
900	lin. ft.	8" Perforated Concrete Pipe	0.60	540.00
450	lin. ft.	9" Perforated Corr. Iron Pipe	1.10	495.00
340	lin. ft.	12" Concrete Pipe	1.10	374.00

600	lin. ft.	18" Concrete Pipe	$ 2.20	$ 1,320.00
270	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.25	337.50
280	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	560.00
80	lin. ft.	48" Corr. Iron Pipe, Protected Invert	10.00	800.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
120	cu. yds.	Class "D" Concrete	20.00	2,400.00
13,000	lbs.	Metal Reinforcement	0.06	780.00
2,800	lin. ft.	Timber Piling	0.60	1,680.00
1,700	sq. yds.	Pavement Removal and Slope Paving	0.75	1,275.00
300	cu. yds.	Rock Backfill in Drains	1.00	300.00
15,000	cu. yds.	Rock Sub-base	1.05	15,750.00
4,100	cu. yds.	½" - 0" Rock in Base & Shoulders	1.15	4,715.00
200	cu. yds.	¾" - 0" Screenings	2.00	400.00
200	cu. yds.	¾" - 0" Rock in Footpaths	2.00	400.00
500	cu. yds.	Sand Cushion	1.50	750.00
2,000	cu. yds.	Filler	0.30	600.00
2,000	yd. mi.	Hauling Filler	0.20	400.00
28,000	sq. yds.	Portland Cement Concrete Pavement	1.78	49,840.00
3,000	lin. ft.	Expansion Joints	0.20	600.00
15,000	lin. ft.	Contraction Joints	0.03	450.00
15,000	only	Dowels	0.16	2,400.00
10,500	lbs.	Tie Bars and Reinforcement	0.06	630.00
80	tons	Class "A" Asphaltic Concrete	7.50	600.00
30	tons	Class "B" Asphaltic Concrete	7.50	225.00
500	sq. yds.	Surface Finish Coat	0.20	100.00
				$ 168,846.50

Rex Hill-Newberg Section (Estimated Prices)

Portland Cement Concrete Pavement (Sta. 712+00 to 801+00)

All Required		Clearing and Grubbing		$ 600.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
28,200	cu. yds.	Excavation, Single Classif.	0.35	9,870.00
15,000	yd. sta.	Overhaul	0.02	300.00
14,500	yd. mi.	Truck Haul	0.15	2,175.00
1.41	miles	Finishing Roadbed and Slopes	300.00	423.00
700	lin. ft.	Rounding Cutbanks	0.10	70.00
1,100	lin. ft.	8" Perforated Concrete Pipe	0.80	880.00
1,300	lin. ft.	12" Corr. Iron Pipe	1.20	1,560.00
300	lin. ft.	18" Concrete Pipe	2.20	660.00
90	lin. ft.	24" Concrete Pipe	3.50	315.00
100	lin. ft.	36" Concrete Pipe	5.00	500.00
260	lin. ft.	Salvaging Culvert Pipe	1.00	260.00
230	cu. yds.	Rock Backfill in Drains	2.00	460.00

7,000	cu. yds.	3" - 1½" Rock in Base & Surfacing	$ 1.50	$ 10,500.00
2,900	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	2.00	5,800.00
80	cu. yds.	¼" - 0" Rock in Footpaths	2.00	160.00
700	cu. yds.	Sand Cushion	2.00	1,400.00
400	cu. yds.	Filler	0.40	160.00
1,000	yd. mi.	Hauling Filler	0.20	200.00
18,300	sq. yds.	Portland Cement Concrete Pavement	1.80	31,110.00
1,900	lin. ft.	Expansion Joints	0.20	380.00
9,300	lin. ft.	Contraction Joints	0.03	279.00
9,400	only	Dowels	0.15	1,410.00
6,600	lbs.	Tie Bars and Reinforcement	0.05	330.00
310	cu. yds.	Mineral Aggregate in Place	4.00	1,240.00
32	tons	No. 3 Road Oil in Place	40.00	1,280.00
38	tons	Tar in Place	35.00	(Alternate)
				$ 72,822.00
All Required		Provision for Traffic	$ 300.00	
		Subtotal		$ 241,668
		10% Engr. & Cont.		24,166
		Total		$ 265,834
		Length	3.534 miles	
		Cost per mile	$ 75,221	

Asphalt Pavement (Sta. 801+00 to 828+00) (Estimated Prices)

All Required		Clearing and Grubbing		$ 200.00
100	cu. yds.	Trench Excavation	$ 1.00	100.00
2,800	cu. yds.	Excavation, Single Classif.	0.35	980.00
4,000	yd. mi.	Truck Haul	0.15	600.00
0.51	mile	Finishing Roadbed and Slopes	300.00	153.00
300	lin. ft.	Rounding Cutbanks	0.10	30.00
1,100	lin. ft.	12" Corr. Iron Pipe	1.20	1,320.00
10	lin. ft.	18" Corr. Iron Pipe	2.50	25.00
40	lin. ft.	12" Concrete Pipe	1.20	48.00
140	lin. ft.	Salvaging Culvert Pipe	1.00	140.00
2,000	cu. yds.	3" - 1½" Rock in Base & Surfacing	1.50	3,000.00
1,300	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	2.00	2,600.00
120	cu. yds.	¼" - 0" Rock in Footpaths	2.00	240.00
200	cu. yds.	Filler	0.40	80.00
500	yd. mi.	Hauling Filler	0.20	100.00
1,090	tons	Class "B" Asphaltic Concrete	6.00	6,540.00
400	tons	Cutback Asphalt Wearing Surface	6.00	2,400.00
30	cu. yds.	Mineral Aggregate in Place	4.00	120.00
All Required		Provision for Traffic		700.00

2 tons	No. 3 Road Oil in Place		$ 40.00	$ 80.00
2 tons	Tar in Place		35.00	(Alternate)
		Subtotal		$ 18,756
		10% Engr. & Cont.		1,875
		Total		$ 20,631

Length 0.551 mile
Cost per mile $ 37,442

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Portland Cement Concrete Pavement	$ 265,834	$ 162,165	$ 103,669
Asphalt Pavement	20,631	12,585	8,046
	$ 286,465	$ 174,750	$ 111,715

FORM S-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXXXXXXXXXXXXXXX~~
Portland, Oregon
November 2, 1936

IN REPLY PLEASE REFER TO FILE No.

—13

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention H. G. Smith

Dear Sir:

Attached hereto you will find price agreement under which Theodore Arens and the Oregon Construction Company agree to build a septic tank and sump hole and connect the two with thirty feet of sewer pipe for the sum of $125.00 on Mrs. Sam's property at Rex Hill.

Mr. DeSousa has approved this arrangement and has agreed to okay it as a right of way settlement.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
CC-R. H. BALDOCK
J. W. DeSOUZA
Encl.

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 28 1936
FOR FILING

93

OREGON STATE HIGHWAY COMMISSION

SALEM

Portland, Oregon
October 26, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention H. G. Smith

Dear Sir:

In compliance with your phone request I have checked up several items on the paving at Rex being constructed by Arens. Dowels are being placed with a dowel machine and Inspector Miller and Engineer Broadwell state that these have been carefully placed in correct position. It is possible of course that one or two may have been misplaced during construction, but both men say the contractor's crews have been careful about this.

With regard to the finishing machine: it is an Ord, cut down from eighteen feet to eleven feet. There are four drive wheels. I have suggested to Arens twice this summer that he have rubber facing put on the wheels so that danger of spalling at edge of the concrete pavement when the second strip is placed will be removed. The amount of spalling has been small and such spalling as has occurred has been adequately repaired during the placing of the second strip, in my opinion. Mr. Arens has promised to put rubber on the wheels as soon as this season's work is ended, but says no item in the specification covers this, and that the expense for the six wheels would be $50.00 and that it would take several days to do this, the delay being more serious than the cost.

Inspector Miller tells me that in general the finishing machine is run over the concrete at least twice and sometimes three times; that he carries a good big roll of concrete ahead of the screed at all times, and that on the steep grade it was sometimes necessary to help the machine by man-power on the first time over the concrete. I have visited the job at least once a week, oftener twice a week, and have never seen the men shoving on the machine nor have I seen any carelessness about dowels or about the watering.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

FAC:EPT
CC,R. H. Baldock

NOTED
State Highway Engineer

FORM S-A-1 SM 9-36

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. VAN DUYN, SECRETARY

73

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 25rd, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

We are endeavoring to award all the 1937 Federal Aid Projects, and to that end we wish plans and specifications for the Middleton-Votaw Section and the Rex Hill-Newberg Section.

There is evidently an underestimate of the Rex Hill-Newberg Project in the budget, but it is our intention to complete the entire project from the bridge in Newberg to the end of the Arens job on Rex Hill.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

FORM S-2-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 1, 1936

Holt, Robbins & Werschkul
250 U. S. National Bank Building
Portland, Oregon

Attention Mr. L. J. Werschkul

Gentlemen:

Receipt is acknowledged of your letter of the 29th instant addressed to Mr. H. G. Benson, Right of Way Agent, relative to well on the property of Mrs. Eva Inez North, which is located on the Rex Hill Section of the West Side Pacific Highway.

All of the moving of buildings on this project was contained in and made a part of contract No. 1826, awarded to Oregon Contracting Co. and Theodore Arens on February 7, 1936, which contract covered 2.12 miles of grading and paving on the Rex Hill Section of the West Side Pacific Highway in Washington and Yamhill Counties, and under the terms of the contract the contractors are responsible for the successful accomplishment of the work.

This contract has not yet been closed out and we are referring your communication to the engineers of the Commission for attention in connection with the contract operations.

In the event that there arises occasion for further correspondence in the matter it might be most direct if you would communicate with Mr. E. A. Collier, Division Engineer, 7729 Southeast 13th Avenue, Portland, Oregon.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. E. A. Collier

NOTE:

H. B. GLAISYER, SECRETARY
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 1, 1936

Mr. E. A. Collier
Division Engineer
7729 Southeast 13th Avenue
Portland, Oregon

Dear Sir:

Herewith we hand you copy of letter received yesterday from Mr. L. J. Werschkul of Holt, Robbins & Werschkul, 250 U. S. National Bank Building, Portland, Oregon, relative to the Eva Ines North property on the Rex Hill Section of the West Side Pacific Highway in Washington and Yamhill Counties, together with a copy of our letter of acknowledgment.

The work is covered under Contract No. 1826, awarded to Oregon Contracting Co. and Theodore Arens, and you will note that this contract covers and includes the moving of the buildings on the project, the Eva Ines North property being covered under the alphabetical designations of Buildings A-1, A-2, and A-3 under the special provisions, beginning at page 31 thereof.

Attention is also called to the fact that at the top of page 33 of the special provisions there is contained the following clause:

> "b. A new well shall be provided at the new location of the pump house, which well shall be the equal in all respects of the present well. The attention of the contractor is called to the fact that the new well location is considerably higher than that of the present well."

It would appear to us that if the facts are as stated in Mr. Werschkul's letter Mrs. North has a just and valid complaint and the situation is one which the contractor should remedy before final acceptance of the project.

In order that our records may be complete in connection with this property, will you please advise us regarding what is done in the matter?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

C
o
p
y

HOLT, ROBBINS & WERSCHKUL

250 U. S. National Bank Building
Portland, Oregon

September 29, 1936

Mr. H. G. Benson
Right of Way Agent
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

You will probably recall the fact that I met you on some ground belonging to Mrs. Eva Inez North, which ground is adjacent to the Newberg highway, and that our meeting was in 1934 when endeavoring to arrive at an adjustment in connection with the division of her property and the establishment of the new highway right of way. I have before me a copy of Mrs. North's letter to you dated September 21, 1934, referring to this matter.

The occasion for my letter today, which is written at the request of Mrs. North and after a survey of her property there after the changes have been made, is to tell you of the deficiency of the water supply. The parties digging the well made one or two close to the surface attempts at providing a well, which were submitted to Mrs. North and refused by her; and finally they went deeper and walled up a portion of the well and at a wet season of the year submitted it to her. As there seemed to be some water in the well, she went through the formality of accepting it. However, in its present location and depth, there has been no water supply for the house all summer long, in addition to which the well does not compare with the one given up for the right of way in that it never has been walled to the bottom and as a result the bottom of the well is merely deep silt or mud. The flow of water into the well having been absent, you can imagine the result.

It has prevented Mrs. North from renting the house at all during the past summer, and now she has come to me in desperation and asked me if I would write to you and explain the circumstances so that the proper water supply can be established, bringing the little piece of property to where it is of some value to her. I imagine that you will want to cause the circumstances to be investigated, and I shall appreciate hearing from you, or, if you prefer, in due course you may communicate with Mrs. North.

Yours very truly,

(Sgd.) L. J. Werschkul

LJW SS

FORM 5-1 ON 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

73

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
Sept. 26, 1936

RECEIVED
SEP 28 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED.
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Mr. Baldock requested us to build a standard cable guard fence on the west side of the high fill at the Newberg end of the Rex Hill contract in the immediate future, so that the fence would be in place when traffic is sent over the first strip of concrete and the adjoining shoulder.

Herewith find Order for State Force Work on Contract Project to cover and Department Requisitions to cover:

1. 3" x 8" rails for which Jones Lumber Co. quotes $18.00 per 1000.

2. Cable and hardware required.

3. Paint.

We have posts available. Please have Requisition Department expedite placing of order and delivery of this material so that we may start construction of the fence within about five days.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. BALDOCK

73

Sept. 25, 1936

Mr. O. C. Roehr,
Attorney at Law
331 Pacific Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of September 23 regarding the Oregon Contracting Company and Theodore Arens and their contract near Rex, Oregon.

The contract to which you refer is State Highway Contract No. 1826 covering grading and paving of the Rex Hill Section of the West Side Pacific Highway in Washington and Yamhill Counties.

This contract was awarded to the Oregon Contracting Company and Theodore Arens as a joint venture. The Oregon Contracting Company is a corporation consisting of Theodore Arens, President, and C. R. Belden, Secretary. This contract was also signed by Theodore Arens as an individual.

I trust this is the information you desire.

Yours very truly,

HBG:MC

Secretary

Sept, 24, 1936

H. B. G.

The contract which he refers is the Rex Hill Section of the West Side Pacific Highway in Washington and Yamhill Counties, our No. 1826. Consists of 2.12 miles of grading and paving.

This contract was awarded to Oregon Contracting Co. and Theo. Arenz on February 7, 1936. Oregon Contracting Co. is a corporation consisting of Theo. Arenz, President and C. R. Belden, Secretary. Theo. Arenz is an individual, address of both being 10509 N. E. Sandy Blvd., Portland. The contract is what we call a "joint venture".

J. McFarland.

order to do this, it is necessary that I know whether the contract was signed jointly by these two parties and what their relationship to each other is in so far as the contract is concerned.

I have checked with the Incorporation Department, and apparently Mr. Arenz controls the Oregon Contracting Company. I, therefore, will appreciate it if you can tell me whether the contract was taken jointly by Mr. Arenz and the Oregon Contracting Company.

For your convenience in reply, I am enclosing a self-addressed, stamped envelope.

Very truly,

O. C. Roehr

OCR:J
Encl.

REFERRED TO
BY SECRETARY
please get me
the dope for reply

O. C. ROEHR
ATTORNEY AT LAW
331 PACIFIC BUILDING
PORTLAND, OREGON

RECEIVED
SEP 24 1936
STATE HIGHWAY COMMISSION
OREGON

September 23, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On August 20 you were kind enough to write me, advising me that the Oregon Contracting Company and Theodore Arenz have the construction work near Nex.

I am contemplating a lawsuit against the contractor, by reason of injury suffered by a client through going off the highway, by reason of the negligence of the contractor. In order to do this, it is necessary that I know whether the contract was signed jointly by these two parties and what their relationship to each other is in so far as the contract is concerned.

I have checked with the Corporation Department, and apparently Mr. Arenz controls the Oregon Contracting Company. I, therefore, will appreciate it if you can tell me whether the contract was taken jointly by Mr. Arenz and the Oregon Contracting Company.

For your convenience in replying, I am enclosing a self-addressed, stamped envelope.

Yours very truly,

O. C. Roehr

OCR:S
Encl.

REFERRED TO
[signature]
BY SECRETARY
please get me
the dope on this

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

13

OREGON STATE HIGHWAY COMMISSION

SALEM

September 22nd, 1936

IN REPLY PLEASE REFER TO FILE No.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7723 S. E. 13th Ave.
Portland, Oregon

Dear Sirs

Mr. Harold Blake left a note in my office during my absence requesting permission to finish the pavement on S. E. Third Streets. He states that the 7-day test on the cylinders is 3195 pounds and that 15 days will be up before he can start laying the other half.

This is referred to you without recommendation as I am not familiar with the details of the job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
F. T. Young
Harold Blake

NOTED

FORM S-A-1 10M 4-26

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. BLAIR, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 9th, 1926

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

In the matter of the claim for extra work submitted by the Oregon Contracting Co. and Theodore Arens on the Rex Hill Section, Mr. Baldock concurs in your idea that the contractors are not entitled to any claim for extra work. There may be, however, some yardage which they excavated in preparing the West Side detour, which ordinarily would not have come within the roadbed excavation.

You may allow this in the estimate at the contract prices, as it will be serviceable as daylight and improvement of the appearance of the job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
Sept. 3, 1936

Oregon Contracting Co. & Theodore Arens
10509 N. E. Sandy Boulevard
Portland, Oregon

Gentlemen:

Would appreciate very much the early initiation of paving construction on the Rex Hill job. The use of detours after the onset of the rainy weather will not be satisfactory to the traveling public.

Also it would appear advisable, at this time, to provide such additional equipment and organization as is necessary to start paving at the earliest possible moment and expedite completion thereof.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. C. Smith

FORM S-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

13

Portland, Oregon
Aug. 31, 1936

1 1936

IN REPLY PLEASE REFER TO FILE NO.

Oregon Contracting Co. & Theodore Arens
10509 N. E. Sandy Boulevard
Portland, Oregon

Re: Letter and bill of Aug. 27th for extra work Rex Hill detour

Dear Sirs:

The detour mentioned in your letter and bill was not "suitable and adequate" in the opinion of Mr. Baldock after a personal inspection.

The surface of the detour was simply very coarse native rock and dirt. The use of such a surface, as maintained previously on this project, raised a storm of protest, with sharp newspaper criticism. The location of this detour was wrong both for convenience of traffic and your own operation.

The labor, equipment rental and material listed in the bill were all required by the contract provisions covering such appropriate items as Earthwork, Rock Subbase and Provision for Traffic, and cannot by any stretch of the imagination be called extra work.

The state, at considerable cost, placed oil on three of your detours, thereby reducing your daily expense for blading and sprinkling and it is probable we should make a suitable deduction from your estimate for this extra state expense, except that when this procedure was agreed upon with Mr. George Arens it was understood that the state would pay for the oil.

The bill for extra work is therefore disallowed in full.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

FORM 8-5-1 9M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
Portland, Oregon
Aug. 31, 1936

IN REPLY PLEASE REFER TO FILE NO.
SEP 2 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your request, I saw Mr. George Arens today about starting concrete pavement at Rex Hill in the immediate future.

A week ago he told me he expected to start on September 8 but today he said he did not see how he could get started before September 14. I urged him to start before that date, for the reason that it will be more difficult to handle traffic and maintain detours after rainy weather starts and that we desire to shorten as much as possible the time during which traffic is inconvenienced by our construction operations.

He expects to complete the north half of the large fill at the west foot of Rex Hill by the end of this week and to start crushing rock at the other quarry September 8.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DF
CC R. H. Baldock

73

August 31, 1936

Mr. H. G. Smith
O f f i c e

Dear Sir:

I am unable to see offhand why we should pay for a force bill submitted by the Oregon Contracting Company and Theodore Arens for the preparation of the detour on Rex Hill. I want to discuss this with you in full before any payment is allowed.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. R. A. Collier

FORM S-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

73

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Aug. 28, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

It is necessary to widen the oiled detour at the Newberg end of Rex Hill by about four feet. In order not to disturb our oiling crews, I have arranged with the Portland Road and Driveway Company to rent their distributor for $3.00 an hour and am having them haul 200 gallons of No. 2 Cosco from Portland for delivery there at 9:00 o'clock tomorrow morning.

It is probable we will not need the distributor more than five or six hours. Strohmeyer's crew will place the small amount of rock required. The order approved two or three weeks ago will cover this widening.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM S.H.-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Aug. 13, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your request that further oiling of detours be performed by private contractor instead of by our State oil crews, I had Mr. C. S. Curtner of the Portland Road and Driveway Co. do the detour at Rex Hill Monday. The price is $30 per ton for No. 2 Gasco in place and $1.50 per cubic yard for hauling and placing rock. We used approximately 9.2 tons and 40 yards of rock. The rock cost us $1.00 at the bunkers, so that the cost for this oiling totalled $276.00. It may be that Arens will want pay for his roller.

I have also arranged with Mr. Curtner to oil the detour at Bonneville Friday, August 14th. There are four small sections to be oiled, each of which tapers out at the end. He will bring a small roller to the job and we are to pay him $35 per ton for Gasco in place and $2.50 for loading, hauling and placing rock. He is to furnish and place the Gasco; load, haul, roll and place the rock under direction of Mr. Strohmeyer. Rock is to be obtained from the State stockpile. I believe these prices are fair and less than the State could do if for with our own forces, considering the long trip necessary from present location.

We have submitted an order for oiling of detours at Rex Hill by State forces and I will have Curtner submit his bill for this in the near future.

Herewith is an order for State Force Work on Contract Project for oiling detours at Bonneville.

Very truly yours,

NOTED

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 814-1 2M 6-36

COMMISSIONERS
H. [illegible] BABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

73

OREGON STATE HIGHWAY COMMISSION

[illegible]
Portland, Oregon
Aug. 1, 1936

IN REPLY PLEASE REFER TO FILE NO.

Oregon Contracting Co. & Theodore Arenz
10509 N. E. Sandy Blvd.
Portland, Oregon

Gentlemen:

Confirming my telephone request to Mr. Theodore Arenz on July 30th, please place two flagmen for 24 hour daily service on the Red Hill-Summit Section.

On this section between approximate Stations 654 and 668 the roadway left by your grading operations, consisting only of the 18 foot pavement with very light weight guard fence along each side, is not suitable and adequate to carry traffic using this highway safely, in the opinion of the Engineer.

The flagmen shall slow down all traffic and shall put through trucks and busses under a one-way traffic arrangement. I noted on July 30th that a green painted vehicle had scraped along the north fence for 30 or forty feet and broken off one of the light guard posts. This meant that the wheels of the vehicle were very close to the edge.

The suggested use of the unsurfaced detour parallel with the railroad track will arouse the same criticism by users of the road as has occurred in the past over the sectionnear the foot of the hill.

The use of the flagmen on this section will, of course, only be required until you place rock sub-base and shoulder rock on the present graded portion a-long the south side of the road; as soon as you have placed sub-base and shoulder rock, the State will arrange to oil at its expense this section so that traffic can be routed over an oiled surface.

We trust that you will use every means in your power to expedite placing this surface, so that the State can place oil on this road about August 5th or 6th. This procedure of surfacing and oiling this section before taking traffic off the pavement was discussed with Mr. George Arenz several days ago. The above arrange-ment for flagmen is made in accordance with the "Special Provision for Traffic" given on Page 41 of the Special Provisions in the contract, which also states that all expense in providing for traffic, as above specified, shall be born by the contractor. On Page 13 of the General Contract, "Limitation of Operations", it is provided that "work on the various parts or sections of the improvement and

H. B. GLAISYER, SECRETARY
F. L. TOU VELLE, JACKSONVILLE
J. S. ALDRICH, PENDLETON
[illegible], CHAIRMAN, PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

and various classes of work on the same part or section shall be begun at the times and points designated by the engineer and shall be prosecuted between such limits as he may establish."

I believe the use of flagmen on this narrow roadway will materially reduce traffic hazard, and that the placing of oil by the State will reduce criticism on account of roughness and dust, and after this section is oiled you will not be required to blade or sprinkle the same. Any other maintenance required, however, on the oiled section will remain your responsibility.

I have discussed the above arrangements with Mr. George Arens and with your foreman and our Resident Engineer, Mr. H. C. Broadwell. Should any further question arise, please write or call me.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. C. Broadwell

FORM S-A-1 SM 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

73

OREGON STATE HIGHWAY COMMISSION

SALEM
Portland, Oregon
July 31, 1936

IN REPLY PLEASE REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of July 22nd concerning figuring adjustment of piling on the Rex Hill Section received.

Broadwell advises us that the pile driver was rented for the job for the lump sum of $90. Attached hereto you will find price agreement as suggested in your letter for piling adjustment. On the back of the Price Agreement has been typed an explanation and computation in accordance with Mr. Eason's letter of July 20th. If this price agreement is satisfactory in form, please submit to the contractor for his signature.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DP
CC R. H. Baldock

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

73

OREGON STATE HIGHWAY COMMISSION

SALEM

July 22nd, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
O f f i c e

Dear Sirs

Your method of figuring the adjustment for piling on the Rex Hill Section of the West Side Pacific Highway, contract #1826, seems to be in accordance with our customary method of making such an adjustment except for the item "Rental on Driver - $00".

If a fixed sum were paid for the driver, this would be correct, but if the rental were by the day, the total item should not be included, only that portion of the rental which was included in moving the driver to and from the job.

If that item be clarified, I suggest that a price agreement be made up summarizing the results of your letter of July 20, and the approval of the contractor be secured.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGSsAR

cc to: R. H. Baldock

7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

73

OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

F. D. EASON, DIVISION ENGINEER
SALEM

July 20, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. G. Smith.

Dear Sir:

In the proposal and contract agreement for the construction of the Rex Hill Section of the West Side Pacific Highway, Contract No. 1826, there was included the construction of extensions to a concrete box culvert, which provided for foundation piling. The total amount of piling as shown in the contract bid item was 2,800 lineal feet.

Subsequent to the awarding of the contract and during the progress of the work, and after all the piling provided for in the bid item had been delivered on the ground, the foundation conditions were found to be such that it was impossible to get the anticipated penetration, so that the amount of piling actually driven was reduced to 1,297 lineal feet. In the driving of piling, there are certain items of cost that are fixed for any particular job, regardless of the amount of piling driven. These fixed items as applying to this particular job are as follows:

Cartage to job and return	$ 50.00
Rigging and dismantling, north end	80.40
Moving driver to south end	68.80
Rigging and dismantling, south end	72.20
Rental on driver	90.00
Actual cost cutting off 72 piling	24.00
Industrial insurance at 6% less 40%	8.83
Gas and oil consumed during rigging	10.00
	$404.23

Now, if this total fixed cost of $404.23 be divided by 1,297 (the actual number of lineal feet of piling driven) and also be divided by 2,800 (the actual number of lineal feet contemplated in the contract), then the difference between these two quotients represents the actual loss to the contractor by virtue of the reduction in the lengths of piling used. This may be expressed as follows:

NOTED

Mr. R. H. Baldock July 20, 1936

$\frac{404.23}{1297}$ = 0.311665 Actual fixed cost per lineal foot

$\frac{404.23}{2800}$ = 0.144368

0.167297 Increased cost per foot to the contractor

The total increased cost to the contractor for driving 1,297 lineal feet of piling equals 1297 x .167297 = $216.98

This adjustment is in accord with provision 1057, page 12, of the bridge contract form.

In addition the contractor is entitled to adjustment for the total cut-offs, less the amounts provided for in the standard provisions, and the cost of the excess piling delivered on the ground in accord with provision 3036 of the bridge contract form. The total piling provided in the contract, less 1,297 lineal feet driven, equals the total cut-off — 1,503 feet. The total number of piles, 72, at 3 feet per pile, as provided in the provisions, is 216 feet, plus 72 x .5 feet, for piling embedded in concrete, equals 36 feet, or a total deduction of 252 feet. The net total of cut-off piling is 1,503 feet less 252, or 1,251 lineal feet. The cost of piling delivered on the ground is 8 cents per foot. 1251 x .08 = $100.08, plus 5%, as provided, is $5.00, or a total cost to the contractor of $105.08. This, together with the total cost to the contractor for driving, in the amount of $216.98, equals $322.06.

In view of the facts above set forth, it is my recommendation that the contractor be allowed an adjustment compensating him for the loss due to the decreased amount of piling used, in the amount of $322.06. The saving to the State in this transaction is as follows:

Estimate for contract	2800 lineal feet x .60 = $1,680.00	
Revised estimate plus adjustment		
1297 feet x .60	$ 778.20	
Increased cost of driving	216.98	
Allowance on piling, plus 5%	105.08	1,100.26
Net saving to the State		$ 579.74

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

Form 918—6M—2-35

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

13

For Week Ending July 18, 1936

Section Rex Hill

Highway West Side Pacific

Contractor Ore. Const. Co. & Theo. Arenz

Date of contract February 7, 1936

Date work started March 9, 1936

Amount of contract $176,221.50

Kind of work Grading & Paving

Section prefix 24-1108

Contract number 1826

Date of completion November 30, 1936

Estimated date of completion November 30, 1936

Per cent of time elapsed 55%

Estimated cost of completed project, exclusive of engineering $176,221.50

Per cent of contract completed, based on total contract price 31%

Engineering cost to date, $2585.55, 25%

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working The Shovel most of the week in the cut along the left side of the pavement from Sta 667-659+25 We are Cutting to about 3 ft from pavement and placing a 1"x4"x4' fence along pavement as a guide To keep Them on pavement We are hauling This material which has a lot of good rock in it, and raising up The detour road across fill Sta 700 To - 706+50.

They are working on Mrs Camerons Sta poured concrete footings Today.

The have laid about 700 ft of The 1 "(inch) water pipe To the Sams property.

They got a 75 cut and Letourneau backen Job This week.

Mr. Eason was over The Job Thursday.

Mr. Collier was out To office Saturday afternoon.

Signed N. G. Broadwell

Address Newberg, Oregon.

Mr. H.G. Smith

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.12				2.12
Miles partially completed					
Miles completed					
Total estimated quantities	179,000				28000
Estimated quantities moved or placed to date	104,000				
Average daily quantities	1000				
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	7				
Average force on project for week	29				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM						
	Yamhill COUNTY	Wash COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	20	6	4		2	4	36
Men and teams							
Men and trucks under 3 tons							
~~Men and~~ trucks over 3 tons						5	
~~Men and~~ tractors						2	

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors 1, Bull Dozers 1, Sheet-foot rollers ..... 1- LeTourneau.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 73

POST OFFICE BUILDING
PORTLAND, OREGON

July 13, 1936

Mr. R. H.Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Hwy. 9926

Oregon Federal Aid Project No. 73.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 6, 1922, by the State Highway Commission of Oregon, and on November 9, 1922, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on May 13, 1931, by the said State Highway Commission, and on June 17, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 73; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 15.308 miles of road paved with asphalt and concrete and two bridges of more than 20 feet clear span 0.120 of a mile in length, in Washington and Yamhill Counties, for which the estimate of cost approved was $561,346.34, and $323,330.01 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $563,725.07, and voucher in the sum of $315,231.00 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for the reconstruction of that portion between stations 600+00 and 712+00 on a revised alignment, with a betterment of grades, thereby reducing its length from 15.422 miles to 15.381 miles, and to provide for the construction of a portland cement concrete pavement thereon, at an estimated cost of $185,731.15; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $563,725.07 to $749,456.22, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $315,231.00 to $428,527.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of four hundred twenty-eight thousand, five hundred twenty-seven and no/100 dollars ($428,527.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

To Article I shall be added clause (c) to read:

"(c) By the State, for the additional work involved in the reopening of said project, from Chap. 41, Laws of 1933."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 199+94.9 in the NE 1/4 of Sec. 36, T. 1 S., R. 1 W., W.M., on the Washington-Multnomah County line at the southwesterly end of Section B of Project No. 203, and survey station 834+98 at the east end of the Hess branch viaduct in the city of Newberg (excepting therefrom the existing bridge over Fanno Creek, at station 98+50), length 15.381 miles, in Washington and Yamhill Counties, being Oregon Federal Aid Project No. 73, consisting of 15.261 miles of roadway and two bridges each of more than 20 feet clear span 0.120 of a mile in length, known locally as the West Side Pacific Highway."

Paragraph (f) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of four hundred twenty-eight thousand, five hundred twenty-seven and no/100 dollars ($428,527.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven hundred forty-nine thousand, four hundred fifty-six and 22/100 dollars ($749,456.22), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 118.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 17th day of April, 1936, and the Secretary of Agriculture on the 26th day of June, 1936.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission.

Secretary of Agriculture,

By _____
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 73.

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 73, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $749,456.22 in lieu of the previous actual payment of $315,231.00, as the total estimated cost of said project, and the sum of $428,527.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 26th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. D. Dorsey
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4639

REFERRED TO
Mr. Eason
By State Highway Engineer

Prepare a reply for my signature.

Orig R/W settlement
2
Looking Optimistic

JAMES FENWICK CO.
601 TITLE AND TRUST BLDG.
PORTLAND, ORE.
Exclusive Sales Agent

'AKER

ID
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N
5 1620J

JUN 1 1936

I936.

Oregon State High
Salem, Ore.

Gentlemen,

When the high anging
of the highway th lub
donated donated the land in front of the building to the Highway Department. Now, however, the building has been acquired by myself and is known as the "Whitaker Shelling Department". My understanding of the situation is that there will be a cut of considerable depth in front of this building and I am writing to see if the Highway Department could lower the building to meet the new grade. I use the building not only as a shelling department, but also as a place for storage and with it so much higher than the new highway the getting of my stock into and from the building will present a serious problem.

Trusting that I may receive a favorable reply, I remain,

Yours respectfully,

L. J. WHITAKER

LJW h

BY;

JUN 1 1936

JAMES FENWICK CO.
601 TITLE AND TRUST BLDG.
PORTLAND, ORE.
Exclusive Sales Agent

L. J. WHITAKER

Packer of
"REX BRAND
Oregon Franquette Walnuts
Oregon Filberts
Oregon Nutmeats

REX, OREGON
Telephone NEWBERG 1620J

June 15, 1936.

JUN 1 1936

Oregon State Highway Dept.,
Salem, Ore.

Gentlemen,

When the highway department proposed the changing of the highway through Rex, the Rex Community Club donated donated the land in front of the building to the Highway Department. Now, however, the building has been acquired by myself and is known as the "Whitaker Shelling Department". My understanding of the situation is that there will be a cut of considerable depth in front of this building and I am writing to see if the Highway Department could lower the building to meet the new grade. I use the building not only as a shelling department, but also as a place for storage and with it so much higher than the new highway the getting of my stock into and from the building will present a serious problem.

Trusting that I may receive a favorable reply, I remain,

Yours respectfully,

L. J. WHITAKER

LJW h

BY;

JUN 16 1936

73

March 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 16, 1936, containing inquiry concerning the length of F.A.P. No. 73.

Through an oversight, the length of the Fanno Creek Bridge was not excluded in computation of the length of the project, this correction making the total net length of the project, 15,581 miles and the length of the non-reopened portion 13,280 miles.

With reference to the station of the south end of the project, the original plans show this station as 835 + 65 but the constructed allignment, probably due to equation eliminations, gives the station to be 834 + 65.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict: J.W.Nash:MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

March 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the length of Oregon F.A.P. 73-A, for which you forwarded us a pencil tabulation of lengths in connection with P.S.& E. for reopening the project.

This tabulation shows Station 834+98 as the original station of the south end. This station is also used on the title sheet. Our records show the original station as 835+65. As it is at the beginning of a bridge, we would like to know if the two stationings constitute an equation.

The summary also makes no allowance for the excepted 70' bridge at Fanno Creek, Station 92.

We should have this question of length and terminus settled before we can forward the project agreement estimate which you sent us March 6, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

73

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Rex Hill Section, FA Project No. 73.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department — Federal Aid Project No. 73

[redacted] IN THE MULTNOMAH COUNTY LINE-

[redacted] SECTION IN WASHINGTON AND YAMHILL COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 4, 1938

Completed Federal Aid Work

Final Cost of Roadwork	$ 543,712.12
Final Cost of Bridges	$ 82,653.15
Federal Aid Paid on Roadwork	$ 282,6[illegible].06
Federal Aid Paid on Bridges	$ 49,171.87
Emergency Advance Funds Paid on Bridges	$ 6,456.78
Emergency Construction Funds Paid on Roadway	$ 38,119.63
Emergency Construction Funds Paid on Bridge	$ 341.20
Original Length of Reopened Portion	2.162 miles
Revised Length of Reopened Portion	2.121 miles
Length of Non-reopened Portion	13.274 miles
Total Length	15.395 miles

Uncompleted Federal Aid Work

Estimated Total Cost of Roadwork	$ 84,206.96
BRH (1935) Funds	$ 84,206.96
Length	1.233 miles

[redacted] WORK

All Required		Clearing and Grubbing		$ 2,000.00
1,400	cu. yds.	Trench Excavation	$ 1.00	1,400.00
99,000	cu. yds.	Common Excavation	0.32	31,680.00
57,000	cu. yds.	Solid Rock Excavation	0.32	18,240.00
23,000	cu. yds.	Rock Borrow	0.50	11,500.00
143,000	yd. sta.	Overhaul	0.015	2,145.00
68,000	yd. mi.	Truck Haul	0.16	10,880.00
2.12	miles	Finishing Roadbed and Slopes	500.00	1,060.00
11,400	lin. ft.	Rounding Cutbanks	0.10	1,140.00
900	lin. ft.	8" Perforated Concrete Pipe	0.60	540.00
450	lin. ft.	8" Perforated Corr. Iron Pipe	1.10	495.00
340	lin. ft.	12" Concrete Pipe	1.10	374.00
600	lin. ft.	18" Concrete Pipe	2.20	1,320.00
270	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.25	337.50

280	lin. ft.	18" Corr. Iron Pipe, Protected Invert	@ 2.00	$ 560.00
80	lin. ft.	48" Corr. Iron Pipe, Protected Invert	10.00	800.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
120	cu. yds.	Class "D" Concrete	20.00	2,400.00
13,000	lbs.	Metal Reinforcement	0.06	780.00
2,800	lin. ft.	Timber Piling	0.60	1,680.00
1,700	sq. yds.	Pavement Removal and Slope Paving	0.75	1,275.00
300	cu. yds.	Rock Backfill in Drains	1.00	300.00
15,000	cu. yds.	Rock Sub-base	1.05	15,750.00
4,100	cu. yds.	1" - 6" Rock in Base & Shoulders	1.15	4,715.00
200	cu. yds.	¼" - 2" Screenings	2.00	400.00
200	cu. yds.	2" - 6" Rock in Footpaths	2.00	400.00
500	cu. yds.	Sand Cushion	1.50	750.00
2,000	cu. yds.	Filler	0.30	600.00
2,000	yd. mi.	Hauling Filler	0.20	400.00
28,000	sq. yds.	Portland Cement Concrete Pavement	1.78	49,840.00
3,000	lin. ft.	Expansion Joints	0.20	600.00
15,000	lin. ft.	Contraction Joints	0.03	450.00
15,000	only	Dowels	0.16	2,400.00
10,500	lbs.	Tie Bars and Reinforcement	0.06	630.00
80	tons	Class "A" Asphaltic Concrete	7.50	600.00
30	tons	Class "B" Asphaltic Concrete	7.50	225.00
500	sq. yds.	Surface Finish Coat	0.20	100.00
			Subtotal	$ 168,646.77
			10% Engr. & Cont.	16,864.65
			Total	$ 185,731.15

Length 2.122 miles
Cost per mile $ 87,567.72

Federal Aid Funds Requested	$ 113,296.00	(61%)
State Funds	72,435.15	
	$ 185,731.15	

State Funds for Construction Chap. 175, Laws 1917; Chap. 51, Laws 1929
State Funds for Maintenance Chap. 41, Laws 1927

Oregon State Highway Department

Federal Aid
Project No. 73

[illegible] HILL [illegible] OF THE MULTNOMAH COUNTY LINE-

[illegible] SECTION IN WASHINGTON AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as basis for modified agreements)

Salem, Oregon, January 21, 1936

Completed Federal Aid Work

Final Cost of Roadwork	$343,532.12
Final Cost of Bridges	82,653.15
Federal Aid Paid on Roadwork	282,628.04
Federal Aid Paid on Bridges	49,171.87
Emergency Advance Funds Paid on Bridges	6,[illegible]
" Construction Funds Paid on Roadway	38,[illegible]
" " " " Bridge	[illegible]
Original Length of Reopened Portion	2.162 miles
Revised Length of Reopened Portion	2.124 miles
Length of Non-reopened Portion	11.214 miles
Total Length	13.349 miles

Uncompleted Federal Aid Work

Estimated Total Cost of Roadwork	$ [illegible]
[illegible] (1935) Funds	$ 84,206.98
Length	0.135 mile

NEW WORK

All Required			
1,400	sq. yds.	Clearing and Grubbing	$ 1,000.00
99,000	" "	Trench Excavation "	1,400.00
57,000	" "	Common " .28	27,720.00
23,000	" "	Solid Rock " .75	42,750.00
143,000	yd. stas.	Rock Borrow .75	17,250.00
91,000	yd. mi.	Overhaul .02	2,860.00
2.12	miles	Truck Haul .15	13,650.00
11,400	lin. ft.	Finishing Roadbed & Slopes 200.00	424.00
900	" "	Rounding Cutbanks .10	1,140.00
450	" "	8" Perforated Concrete Pipe .60	540.00
340	" "	9" " Corr. Iron Pipe 1.00	450.00
600	" "	12" Concrete Pipe 1.30	442.00
270	" "	18" " " 2.30	1,380.00
280	" "	12" Corr. Iron Pipe, Protected Invert 1.50	405.00
80	" "	18" Corr. Iron Pipe, Protected Invert 2.50	700.00
		48" Corr. Iron Pipe, Protected Invert 11.00	880.00

80	lin. ft.	Salvaging Culvert Pipe	$ .75	$ 60.00
120	cu. yds.	Class "D" Concrete	25.00	3,000.00
13,000	lbs.	Metal Reinforcement	.06	780.00
2,800	lin. ft.	Timber Piling	.70	1,960.00
1,700	sq. yds.	Pavement Removal and Slope Paving	.50	850.00
300	cu. yds.	Rock Backfill in Drains	2.00	600.00
15,000	cu. yds.	Rock Sub-base	1.20	18,000.00
4,100	" "	1½" - 0" Rock in Base and Shoulders	1.80	7,380.00
200	" "	¾" - 0" Screenings	1.80	360.00
200	" "	1" - 0" Rock in Footpaths	2.00	400.00
500	" "	Sand Cushion	1.50	750.00
2,000	" "	Filler	.50	1,000.00
2,000	yd. mi.	Hauling Filler	.20	400.00
28,000	sq. yds.	Portland Cement Concrete Pavement	1.70	47,600.00
3,000	lin. ft.	Expansion Joints	.20	600.00
15,000	" "	Contraction Joints	.05	750.00
15,000	only	Dowels	.20	3,000.00
10,500	lbs.	Tie Bars and Reinforcement	.06	630.00
80	tons	Class "A" Asphaltic Concrete	8.50	680.00
30	"	" "B" " "	8.50	255.00
500	sq. yds.	Surface Finish Coat	.08	40.00
			Sub-total	$202,086.00
			10% Engr. & Cont.	20,208.60
			Total	$222,294.60

Length 2.121 miles
Cost per Mile $104,806.50

Federal Aid Funds Requested	$135,799.70	(61%)
State Funds	86,494.90	
	$222,294.60	

Cross Referenced To
Const
Relief Labor

March 9, 1936

Mr. Theodore Arens
10509 N. E. Sandy Blvd.
Portland, Oregon

Dear Sir:

Responding to your communication of March 4, relating to filling out various forms pertaining to the federal requirements for obtaining the employment of labor, will advise as follows:

In discussing this matter with your brother, George, it developed that he was of the opinion that the regular federal aid provisions had nothing to do with the employment provisions used in the Works Progress Administration projects for grade separations and highway construction. Please refer to the blue-colored special provisions attached to each of your federal aid contracts. We found that it would be possible, by including these labor provisions in the regular federal aid contracts for such state contracts as were awarded, to enter into what is known as the "Alternate Plan" with the United States Government, under which condition the State underwrote the employment of labor and, therefore, made the Works Program Highway jobs and the grade separation projects much more efficient.

It was further possible to do other than grading work on the Works Program Highway jobs, which condition was not possible under a $1400 per year per man limitation. This limitation was removed by the State underwriting the employment of labor.

You will note that the United States Employment Service has been designated as the agency for the securing of labor to be used under your federal aid contracts, and the provisions cover some seven printed pages. As I take it, the forms are required by the United States Employment Service so that they may keep an accurate record of the employment of labor.

It would appear to the undersigned that inasmuch as the United States Employment Service is specifically named in the contract as the agency which will furnish the labor, that such rules and regulations as they promulgate relating to the clerical work for recording the status of the employment could reasonably be interpreted as being a part of your contract with us.

The forms were sent out pursuant to a letter transmitted to this department by the Bureau of Public Roads. If you believe these requirements are unreasonable, you are at perfect liberty to discuss the matter with the Bureau of Public Roads.

The forms mentioned as W.P.A. forms are used on both W.P.A. and federal aid contracts, inasmuch as federal aid monies are being expended under the same labor provisions.

Very truly yours,

State Highway Engineer

RHB:HI

c/R 1736
Marion

TELEPHONE TRINITY 8662

Theodore Arenz
General Contractor
10808 N. E. SANDY BOULEVARD
Portland, Oregon

RECEIVED
MAR 1936
OREGON

March 4, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Dear Sir:

This will acknowledge receipt of your letter of February 15 in reference to instructions and procedure to be followed in complying with the Federal requirements pertaining to the employment of labor (together with sample forms under separate cover) in connection with the following "Regular Federal Aid Projects" recently awarded to us:

Rex Hill Section, Contract #1826, West Side Pacific Highway, Washington and Yamhill Counties;
and
Rainier Section, Contract #1829, Columbia River Highway, Columbia County.

We note the additional requirements and forms and refer especially to the following:

"Assignment Slip - Works Program," USES Form 325

"Reclassification Slip," WPA Form 404

"Notice of Change in Work Status," WPA Form 403.

We did not anticipate these additional requirements. The forms are marked "WPA" and evidently were contemplated on WPA projects only. The employee signatures required on these forms will entail considerable additional work and cost, and although we are willing to co-operate in every reasonable manner, we feel that the additional requirements are outside of the contract.

Please advise us.

Very truly yours,

THEODORE ARENZ & OREGON CONTRACTING CO.

By Theodore Arenz

TA:OCCo:hw
cc Ray Webber
c/o Heathman Hotel

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

73

March 3, 1936.

IN REPLY PLEASE REFER TO FILE NO.

34-1108

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Theodore Arens & Oregon Contracting Company and W. Hargreaves & Sons for the construction of culverts on the Rex Hill Section of the West Side Pacific Highway in Washington and Yamhill Counties.

May we have your approval as to the proper form of this instrument?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 2, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. Theodore Arons,
Oregon Contracting Company,
10509 N. E. Sandy Blvd.,
Portland, Oregon.

Dear Sir:

The subcontract forms which you submitted for the moving of buildings on the Rex Hill Section of the West Side Pacific Highway, Contract No. 1826, have been approved by the Legal Department. Two of the approved copies are inclosed herewith.

It has been brought to our attention by the Legal Department that there has been an understanding with the property owners that these buildings would not be moved during the rainy season. It is our belief that the spring months from now on would not be considered the rainy season and that the buildings could be moved and reestablished without any unusual interference with business or the property owners' convenience. However, I wish to call your attention to provisions under your contract under paragraph 6 on page 32, and 24 and 25 on page 37, which obligates the contractor and in this case the subcontractor to reestablish the buildings in their new positions in conditions fully equal in all respects to their conditions as now exists prior to disturbance.

You will, therefore, be required to see that the approaches and roadways into the new location are reestablished and made usable immediately after the buildings have been moved, so that the owners thereof can have proper and suitable ingress and egress to the new locations. This will be an obligation of your subcontractor to see that these conditions are reestablished, and will mean the supplying of additional rock or the constructing of rock roadways as will be necessary, as a part of the lump sum bid price for each particular house-moving job.

Mr. Theodore Arens March 2, 1936.

At a later period under your general contract, you will be required to improve and better the road approaches by the addition of such fine crushed rock and screenings as will make a thoroughly satisfactory approach. This latter work, of course, will be paid for on the unit basis of crushed rock that may be applied.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
H. C. Broadwell

NOTED:
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 11 1936
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid project No. 73, Rex Hill section of the West Side Pacific Highway, to Oregon Contract Co. & Theo. Arens, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

Tom

23

December 14, 1935

Mr. Harold Blake,
400 North Thompson Street,
Portland, Oregon.

Attention: Mr. Joe Blichle

Dear Sir:

This acknowledges receipt of your letter of December 13 in regard to the damage claim of Mr. John Sprecher.

I have already received a letter from the Hartford Accident and Indemnity Company regarding this matter which is substantially the same as yours and I have written Mr. Sprecher suggesting that he comply with the request of the bonding company to have a competent carpenter look into the matter.

Yours very truly,

Secretary

HBG:D

HAROLD BLAKE
400 NORTH THOMPSON STREET
PORTLAND, OREGON

December 13,1935

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H.B.Glaisyer

Gentlemen:

Replying to your letter of December 9th regarding the damage claim of Mr. John Sprecher: we reported this claim to the Hartford Accident and Indemnity Co. some time ago and again called it to their attention upon receiving your letter.

They inform us that they regard his claim as excessive but had offerred to settle on a basis of the estimate of a compentent carpenter to repair the roofs. It seems to us that the matter is now up to Mr. Sprecher.

Yours very truly,
Harold Blake
By Joe Blichle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon NRH 73- (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By H.C.J. Canfield
Highway Engineer

Encls.

Jon

Fl-yps 9926

Oregon U. S. Public Works Highway
Project No. NRH 73 (1935).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 2, 1935, by the Oregon State Highway Commission, and on June 20, 1935, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Highway Project No. NRH 73 (1935); and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for the construction of an additional 20-foot lane of cement concrete pavement between survey stations 199+94.9 and 4+99.3, and for a revision of quantitities as found necessary during the progress of construction; and by reason thereof has requested that the estimate of cost approved and the Federal funds approved and set aside to the credit of said project be increased from $81,562.80 to $84,206.98:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas, the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of eighty-four thousand, two hundred six and 98/100 dollars ($84,206.98) as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of eighty-four thousand, two hundred six and 98/100 dollars ($84,206.98), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 8th day of November, 1935, and the Secretary of Agriculture on the 3d day of Dec., 1935.

OREGON STATE HIGHWAY COMMISSION

By Henry L. Cabell
Chairman, State Highway Commission

By [illegible]
Member, State Highway Commission

By F. L. Loveall
Member, State Highway Commission.

Secretary of Agriculture,

By [illegible]
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works Highway original
Project No. HRH 73 (1935).

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Rds.Proj. Project No. BRH 73 (1935), revised State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 84,206.98 in lieu of the $81,562.80 approved by Certificate of June 20, 1935, as the total estimated cost of said project, and the sum of $ 84,206.98 / as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 3d day of December one thousand nine hundred and thirty-five

SECRETARY OF AGRICULTURE,

By [signature]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

#1707

73

December 13, 1955

Mr. John Sprecher
Route #5
Sherwood, Oregon

Dear Sir:

I have just received a letter from Mr. H. G. Hadfield Claim Adjuster, Hartford Accident and Indemnity Company, surety on the bond furnished by contractor Harold Blake, who, you state, damaged your property by reason of blasting operations in connection with his highway contract.

Mr. Hadfield advises that he wrote you to have a carpenter estimate the damage that was done to your property and submit an estimate of the cost to make the necessary repairs. He also said that, if they found the estimate in order, they would pay it without further argument; but that they have not heard from you since in regard to the matter. Perhaps you did not receive the letter. In any event, it looks like a fair proposition. It is our suggestion that you comply with it. I believe that the settlement of your claim will be expedited thereby.

Very truly yours,

Secretary

December 15, 1926

Mr. Harry G. Hadfield
Claim Adjuster
Hartford Accident and Indemnity Company
207 Lewis Building
Portland, Oregon

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of the 12th inst., in regard to the claim of John Sprecher against contractor Harold Blake. I am transmitting the information contained therein to Mr. Sprecher for his future guidance.

Very truly yours,

Secretary

HBC:MEK

...D OF DIRECTORS
PAUL RUTHERFORD,
VICE PRESIDENT AND GENERAL MANAGER
JAS. L. D KEARNEY,
PRESIDENT

Hartford Accident and Indemnity Company

JOY LICHTENSTEIN
VICE-PRESIDENT

A. C. POSEY
ASSISTANT MANAGER

Pacific Department
Hartford Building
San Francisco, California

JEWETT, BARTON, LEAVY & KERN
RESIDENT AGENTS
CLAIM DEPARTMENT
HARRY G. HADFIELD, IN CHARGE
207 LEWIS BUILDING
PORTLAND, OREGON

December 12, 1935.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attn. Mr. H.B.Glaisyer

Re:Harold Bkale, Et al
PD-John Sprecher, 7/1/35

We have a copy of your letter of December 9th. to Mr. Harold Blake, regarding the claim of John Sprecher, and wish to advise that Mr. Sprecher made a demand upon us for $25.00, for damage done to his place as a result of blasting. A personal inspection of the damage showed two small holes in the shingles of the barn, one in a small fruit stand and one hole in the kitchen of the house. As to the cost of repairing the damage, the best we could figure was a matter of a few shingles and two or three hours work, and inasmuch as the demand of $25.00 was so entirely out of order, we advised Mr. Sprecher we felt $5.00 should cover the damage.

For the sake of argument, we will say that the amount we offered was a little too low and we are ready to compromise the claim at any reasonable figure below the $25.00.

I might add that after Mr. Sprecher refused our offer of $5.00, I had written him asking him to have some carpenter estimate the damage, what it would cost to make the necessary repairs and if we found the same to be in order, there would be no further argument, but to date, we ourselves, have not heard from Mr. Sprecher. This letter was written November 4th. and I am enclosing a copy of it to you, that you may better know our position on the matter.

Yours very truly,

Harry G. Hadfield

HARRY G. HADFIELD
CLAIM ADJUSTER

HGH:AB

November 4, 1935.

Mr. John Sprecher,
Rt. 3,
Sherwood, Oregon.

Dear Sir:

Re:Injury July 15, 1935.

I have your letter of October 28th. and must say you must be jumping to conclusions. We have no intention of trying to beat anyone out of a just claim. In our particular work, our time is not always what we can call our own and matters arise that make it impossible to keep appointments. In your particular case I do not recall having set any exact date but called as the opportuniry permitted, and upon checking the damage, all I was shown and could find xx was as listed in my last letter.

If there is additional damage, it is my suggestion that you have someone send an itemized estimate of what the damage covers. In this way, we shall be able to check it and if the amount is found to be in order, there will be no reason for any further argument.

Thanking you to let me hear from you, I am,

Yours very truly,

HARRY G. HADFIELD
CLAIM ADJUSTER

HGH:vt

COPY.

#1707

73

December 9, 1936

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

This letter is to inform you that we have just received a letter from Mr. John Sprecher, Sherwood, Oregon, Route 2, advising us that considerable damage was done to his property by your blasting operations in connection with your contract on the West Side Pacific Highway last summer, one mile east of Rex.

Mr. Sprecher advises that you offered to settle with him for the sum of $5.00, but in his estimation that sum is far too little to pay for the damage, for which reason he has asked the Highway Commission to intercede in his behalf to the end that he receive a reasonable settlement for the damage.

Will you please give this matter your attention?

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HDC:HBL

cc - Hartford Accident & Indemnity Co.
Jenett, Barton, Leavy & Korn, Agents
Lewis, Building, Portland

December 9, 1955

Mr. John Sprecher
Route #5
Sherwood, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 4th inst., advising us of your claim against contractor Harold Blake, for damage to your property resulting from blasting operations in connection with his contract with the State Highway Commission for the construction of the Yotes Unit of the Multnomah County Line-Newberg Section of the Pacific Highway.

Your claim, of course, is against the contractor. In order to protect it, I would suggest that you file notice thereof with the surety on the bond furnished by Mr. Blake in connection with this job, which bond was furnished for the purpose of protecting claims incurred against the job. The bond was written by the Hartford Accident & Indemnity Company, for whom Jewett, Barton, Leavy & Korn is the resident agent firm, with offices in the Lewis Building, Portland. It might be well also for you to file notice of your claim with the Secretary of State, in accordance with the provisions of Chapter 280, Laws of 1951, mimeographed copy of which is enclosed.

In accordance with our usual practice, I am today notifying Mr. Blake that your claim has been filed and I sincerely trust that you will secure satisfactory settlement in the near future.

Very truly yours,

Secretary

HDG:MEL

Encl.

GRICULTURE

POST OFFICE BUILDING
PORTLAND, OREGON

December 2, 1935

USPW Proj. No.

-Newberg Section,

y a representative

5 . Prompt sub-

ppreciated.

ry truly yours,

H. LYNCH
strict Engineer

L. J. Caufield
Highway Engineer

73 a

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

December 2, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Proj. No. NRH 73-A (1935), Multnomah County Line-Newberg Section, West Side Pacific Hwy., was made by a representative of this office on November 27, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

13

November 23, 1935.

Hartford Accident & Indemnity Company
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Hinks on contract No. 1707, for the construction of the Vetaw Unit of Multnomah County line-Newberg Section of the West Side Pacific Highway in Washington County.

This payment will be made on or after December 3, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CK

Form 398—4M—8-35.

13

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Nov 16, 1935

Section Yaton, Unit. Mult Co. Inc-Newberg **Kind of work** Grading & Paving

Highway West Side Pacific **Section prefix** 34-1105

Contractor Hamil Plate **Contract number** 1707

Date of contract Jan 21, 1935 **Date of completion** ~~Oct~~ Sept 30, 1935

Date work started March 19, 1935 **Estimated date of completion** Oct 3, 1935

Amount of contract . . . . . $ 64329.50 **Per cent of time elapsed** . . . . . %

Estimated cost of completed project, exclusive of engineering . . . . . $ 63506.94

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering costs to date, $ 4198.92, ... % **Date project was completed** Oct 3, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Took final estimate To Salem Friday Nov 15

NOTED
H. N. HACKETT
NOV 18 1935

NOV 18 1935

W. C. Broadwell

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NPH 73 (1935)

POST OFFICE BUILDING
PORTLAND, OREG.

October 31, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 1 1935
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed/modified project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the modified/ agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
~~Deputy~~ T. M. Davis
Highway Engineer

Encls.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1				1
Miles partially completed					
Miles completed	1				1
Total estimated quantities					
Estimated quantities moved or placed to date	5474				13044.68
Average daily quantities	—				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	—				
Hours per shift					
Average force on project for week	—				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	—						
Men and teams	—						
Men and trucks under 3 tons	—						
Men and trucks over 3 tons	—						
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

73

October 14, 1935

Mr. H. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Multnomah County Line-Newberg Section, Project No. NEH 73 (1935).

Very truly yours,

S. H. HADDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Heath/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. [illegible] 73 (1935)

[illegible]

OF THE WEST SIDE PACIFIC HIGH..Y IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 17, 1935

44' ROADWAY

STA. 199+94.9 TO 204+83.7 & 75.3 TO 499.3

Easterly & Roadway (Contract No. 1655):

1,700	cu. yds.	Excavation, Single Classification	$ 0.49	$ 833.00
0.1	mile	Finishing Roadbed and Slopes	40.00	4.00
1,700	sq. yds.	Removal of Old Pavement	0.30	510.00
1,500	cu. yds.	Gravel Topping	0.45	675.00
5,000	yd. mi.	Hauling Topping Materials	0.15	750.00
30	cu. yds.	1½" – 0" Rock in Subbase & Shoulders	2.00	60.00
80	cu. yds.	¾" – 0" Rock in Subbase & Shoulders	2.00	160.00
50	cu. yds.	Sand Cushion	1.00	50.00
10	cu. yds.	Filler	0.40	4.00
20	yd. mi.	Hauling Filler	0.20	4.00
10	cu. yds.	Aggregates in Top Course of Footpath	4.00	40.00
1	ton	Road Oil in Top Course of Footpath	30.00	30.00
1,200	sq. yds.	Portland Cement Concrete Pavement	1.38	1,656.00
100	lin. ft.	Expansion Joints	0.20	20.00
600	lin. ft.	Contraction Joints	0.03	18.00
300	lbs.	Tie Bars and Reinforcement	0.05	15.00
600	only	Dowels	0.10	60.00
				$ 4,899.00

Easterly & Roadway (Contract No. 1753):

50	cu. yds.	Excavation, Single Classification	$ 0.50	$ 25.00
1,200	sq. yds.	Portland Cement Concrete Pavement	1.40	1,732.00
100	lin. ft.	Expansion Joints	0.15	15.00
550	lin. ft.	Contraction Joints	0.03	16.50
550	only	Dowels	0.10	55.00
300	lbs.	Tie Bars and Reinforcement	0.05	15.00
70	cu. yds.	Sand Cushion	1.44	100.80
30	cu. yds.	2" – 0" Rock in Shoulders & Surfacing	1.20	60.00
50	cu. yds.	1½" – 0" Rock in Shoulders & Surfacing	1.45	72.50

20	cu. yds.	¾" - 0" Rock Screenings	$ 2.00	$ 40.00
25	cu. yds.	Filler	0.30	7.50
25	yd. mi.	Hauling Filler	0.20	5.00
80	tons	Class "A" Asphaltic Concrete	5.00	400.00
50	tons	Class "B" Asphaltic Concrete	5.00	250.00
700	sq. yds.	Surface Finish Coat	0.05	35.00
				$ 2,859.38
		Subtotal		$ 7,758.39
		10% Engr. & Cont.		775.84
		Total		$ 8,534.13

Length 44' Roadway .097 mile
Cost per mile $ 87,980.72

20# ROADWAY

Yates Units Sta. 54+47 to Sta. 600+00 (Contract No. 1707):

All Required		Clearing and Grubbing		$ 300.00
200	dia. ft.	Felling Danger Trees	$ 1.50	300.00
900	cu. yds.	Trench Excavation	0.75	675.00
60,000	cu. yds.	Excavation, Simple Classification	0.28	16,800.00
1,000	cu. yds.	Rock Borrow	0.85	850.00
40,000	yd. sta.	Overhaul	0.02	800.00
11,000	yd. mi.	Truck Haul	0.12	1,320.00
1.1	mile	Finishing Roadbed and Slopes	200.00	220.00
5,000	lin. ft.	Rounding Cutbanks	0.15	750.00
200	lin. ft.	Salvaging 12" Pipe	0.60	120.00
100	lin. ft.	Salvaging 30" Pipe	1.50	150.00
2,200	lin. ft.	8" Perforated Concrete Pipe	0.70	1,540.00
1,000	lin. ft.	9" Perforated Concrete Pipe	1.00	1,000.00
110	lin. ft.	12" Corr. Iron Pipe	1.10	121.00
180	lin. ft.	18" Concrete Pipe	2.20	396.00
680	lin. ft.	18" Corrugated Iron Pipe	2.00	1,360.00
70	lin. ft.	24" Corrugated Iron Pipe	2.40	168.00
5	only	Concrete Catch Basins	20.00	100.00
450	cu. yds.	Rock Backfill in Drains	1.60	720.00
150	lin. ft.	Special Fill Construction at Culverts	2.25	337.50
2,200	sq. yds.	Pavement Removal and Slope Paving	0.65	1,430.00
13,100	sq. yds.	Portland Cement Concrete Pavement	1.65	21,615.00
1,400	lin. ft.	Expansion Joints	0.12	168.00
6,600	lin. ft.	Contraction Joints	0.02	132.00
6,700	only	Dowels	0.12	804.00
5,500	lbs.	Tie Bars and Reinforcement	0.04	220.00
800	cu. yds.	Lower Course of Cushion	1.40	1,120.00

400	cu. yds.	Top Course of Cushion	$ 1.45	$ 580.00
1,450	cu. yds.	3" - 0" Rock in Shoulders, Surfacing and Subbase	1.40	2,030.00
650	cu. yds.	1½" - 0" Rock in Shoulders, Surfacing and Subbase	1.80	1,170.00
100	cu. yds.	¼" - 0" Screenings	1.80	180.00
350	cu. yds.	Filler	0.20	70.00
350	yd. mi.	Hauling Filler	0.20	70.00
110	tons	Class "A" Asphaltic Concrete	6.60	726.00
20	tons	Class "B" Asphaltic Concrete	6.60	132.00
500	sq. yds.	Surface Finish Coat	0.06	30.00
7,500	cu. yds.	Selected Roadbed Topping	0.75	5,625.00
				$ 64,329.50

6' x 6' Concrete Culvert, Sta. 591+95 (Contract No. 1717)

70	cu. yds.	Excavation	$ 3.00	$ 210.00
40	cu. yds.	Class "D" Concrete	17.00	680.00
6,400	lbs.	Metal Reinforcement	0.06	384.00
				$ 1,274.00

8' x 8' Concrete Culvert, Sta. 565+80 (Contract No. 1717)

210	cu. yds.	Excavation	$ 1.00	$ 210.00
800	lin. ft.	Foundation Piling	0.60	480.00
116	cu. yds.	Class "D" Concrete	17.00	1,972.00
8,800	lbs.	Metal Reinforcement	0.06	528.00
				$ 3,190.00

Subtotal 20' Roadway	$ 68,793.50
10% Engr. & Contg.	6,879.35
Total	$ 75,672.85

Length 20' Roadway	1.109 miles
Cost per mile	$ 68,235.21

Summary of Funds Requested:

44' Roadway	$ 8,534.13
20' Roadway	75,672.85
	$ 84,206.98

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

73

IN YOUR REPLY PLEASE
REFER TO FILE NO. _____

No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 9, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W.Proj. NRH 73-A (1935), Multnomah County Line-Newberg Section, West Side Pacific Hwy., was made by a representative of this office on October 8, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

#1707

73

October 3, 1935.

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 1, requesting an extension of time to October 8, on your contract No. 1707, Yetaw Unit of the Multnomah County Line near Newberg Section of the West Side Pacific Highway in Washington County.

You are advised that before your application can be accepted and acted upon by the State Highway Commission, it will be necessary to have the written consent of your surety on the bond furnished in connection with your contract.

Please secure consent of surety and forward to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

CONTRACT #581,
589, 657, 1110, 1207,
1275, 1408,

PR 73 Multnomah County Line-Newberg 1922

581.589-L57-1110-1207-N75 1408 Folder # 2

PR 73 Multnomah County Line-Newberg 1922

581.589-657-1110-1207-N75 1408 Folder # 2

CONTRACT #581,
589, 657, 1110, 1207,
1275, 1408,

Form 918—5M—8-34

OREGON STATE HIGHWAY COMMISSION

73

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 28, 1935

Section Natawl Unit Mult Co line - Newberg

Highway West Side Proj. #2

Contractor Harold Blake

Date of contract Jan. 31, 1935

Date work started March 19, 1935

Amount of contract $64,329.50

Estimated cost of completed project, exclusive of engineering $64,329.50

Per cent of contract completed, based on total contract price . . . . . 93 %

Engineering costs to date, $ 3713.68, 96 %

Kind of work Grading & Paving

Section prefix 34-1105

Contract number 1707

Date of completion September 30, 1935

Estimated date of completion Oct 5, 1935

Per cent of time elapsed 99 %

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

They are working on Shoulders have master Top Shoulder rock on now have same to put on approach roads and then dress up Shoulders and roll.

They have a Crew dressing up sides of fills and slaping cut banks

Poured the Catch basins Friday afternoon

Mr Eason over Job on Friday.

The way the Job is Shaping up now. They should be finished ready To open for Traffic by wednesday.

SEP 30 1935

Signed W. C. Brandwell

Address Newberg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1				1
Miles partially completed	1				1
Miles completed					1
Total estimated quantities	53000				13100
Estimated quantities moved or placed to date	50000				13044.68
Average daily quantities	—				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	24				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Wash. COUNTY	Mult. COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	30	5				2	37
Men and teams							
Men and trucks under 3 tons						2	
Men and trucks over 3 tons						4	
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers —, Crushing or screening plants —,

Compressors —, Bull dozers —, Sheet-foot rollers —, ... , ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	"		
Tuesday	Warm		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

73

September 27, 1935.

Astna Casualty & Surety Company
Bates, Lively & Pearson, Agent
Yeon Building
Portland, Oregon

Attention: Fred C. Reed

Gentlemen:

On September 21 we advised you that semi-final payment would be made to J. F. Johnston, on contract No. 1717, for the construction of culverts over Cedar Creek near Newberg on the West Side Pacific Highway in Washington County.

You are advised that this was in error, as the payment which will be made about October 1, will be the final payment instead of the semi-final payment.

For your information we wish to advise that the total amount paid to the contractor in this connection will be $4,317.83, including the final payment. Of this amount $53.03 is for force account work. We have no knowledge of any claims against this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1717

73

September 21, 1955

Aetna Casualty & Surety Company
Bates, Lively & pearsem, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. F. Johnston on Contract No. 1717 for the construction of culverts over Cedar Creek near Newberg in Washington County, on the East Side Pacific Highway. This payment will be made on or after October 1, 1955.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:MEL

FORM S-S-1 21245 900 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

September 16, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. Harold Blake,
General Contractor,
400 N. Thompson Street,
Portland, Oregon.

Dear Sir:

This is to call your attention to the date of completion on your contract No. 1707, Votaw Section of the West Side Pacific Highway. This completion date is shown as September 30, 1935.

The Bureau of Public Roads is becoming quite insistent that no extensions be granted without penalty. Since there would seem to be no good reason why this work can not be cleaned up and finished by that time, we would have no proper basis for recommending an extension. Please arrange to increase your force so as to prevent any overrun of time limit.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AH
cc R. H. Baldock
H. G. Smith
H. C. Broadwell

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon U. S. Public Works project No. NRH 73 (1935), covering period from July 16, 1935, to August 15, 1935, which is submitted in amount of $17,121.52.

Attention is called to typographical error in quantities of foundation piling on the 8x8 concrete culvert. The correct figure is 1065, which is the figure on previous voucher and on engineer's field estimate. The extension checks using this quantity.

We note also an error in the extension of excavation, single classification, on the 34' roadway.

The voucher is being recommended in amount submitted.

Very truly yours,

W. H.LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

Tm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

August 20, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Public Works Highway project NRH 73 (1935), the Multnomah County Line-Newberg section of the West Side Pacific Highway, have today been recommended for approval. This is your authority for advertising for bids. Our recommendation is subject to further review and approval by the Chief Engineer, and that any revisions required by him will be made.

Prompt submission of the bid tabulation and the project agreement estimate will be appreciated.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

73

August 17, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany revised plans and specifications for the Multnomah County Line-Newberg Section, Project No. NRH 73 (1935).

Five bid proposals and five blueprint copies of plan sheets 2-A, 2-B, 2-C and 3 are being sent under separate cover.

We are, likewise, sending under separate cover three advance copies of contract, which copies cover Project No. NRH 203-B (1935) as well.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/MK

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRM 73 (1935)

MULTNOMAH COUNTY LINE-[illegible]BERG SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany revised plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, August 17, 1935.

44' ROADWAY

STA. 199+94.9 TO 204+83.7=4+75.3 TO 4+99.3

Westerly ½ Roadway (Contract No. 1655):

1,700	cu. yds.	Excavation, Single Classification	$ 0.49	$ 833.00
0.1	mile	Finishing Roadbed and Slopes	40.00	4.00
1,700	sq. yds.	Removal of Old Pavement	0.30	510.00
1,500	cu. yds.	Gravel Topping	0.45	675.00
5,000	yd. mi.	Hauling Topping Materials	0.15	750.00
30	cu. yds.	1½" – 0" Rock in Subbase & Shoulders	2.00	60.00
80	cu. yds.	3/4" – 0" Rock in Subbase & Shoulders	2.00	160.00
50	cu. yds.	Sand Cushion	1.00	50.00
10	cu. yds.	Filler	0.40	4.00
20	yd. mi.	Hauling Filler	0.20	4.00
10	cu. yds.	Aggregates in Top Course of Footpath	4.00	40.00
1	ton	Road Oil in Top Course of Footpath	30.00	30.00
1,200	sq. yds.	Portland Cement Concrete Pavement	1.38	1,656.00
100	lin. ft.	Expansion Joints	0.20	20.00
600	lin. ft.	Contraction Joints	0.03	18.00
500	lbs.	Tie Bars and Reinforcement	0.05	25.00
600	only	Dowels	0.10	60.00
				$ 4,899.00

(Contract No 1753)

Easterly ½ Roadway (Estimated Prices):

50	cu. yds.	Excavation, Single Classification	50	$ 0.50	$ 25.00	$ 25.00
1,200	sq. yds.	Portland Cement Concrete Pavement	140	1.70	2,040.00	1752.00
100	lin. ft.	Expansion Joints	15	0.20	20.00	15.00
550	lin. ft.	Contraction Joints	33	0.05	27.50	16.50
550	only	Dowels	10	0.20	110.00	55.00
500	lbs.	Tie Bars and Reinforcement	05	0.05	25.00	25.00
70	cu. yds.	Sand [illegible] Shoulders & Subbase	144	1.00	70.00	100.80
50	cu. yds.	2" – 0" Rock in Subbase & Shoulders	120	1.50	75.00	60.00
50	cu. yds.	1½" – 0" Rock in Subbase & Shoulders	145	2.00	100.00	72.50

Screenings

20	cu. yds.	¾" – 3" Rock in Subbase & Shoulders	$2.00	200	40.00
25	cu. yds.	Filler	0.50	80	7.50
25	yd. mi.	Hauling Filler	0.20	20	5.00
80	tons	Class "A" Asphaltic Concrete	6.00	500	400.00
50	tons	Class "B" Asphaltic Concrete	6.00	500	250.00
700	sq. yds.	Surface Finish	0.05		35.00
					2859.30
		Subtotal			7758.30
		10% Engr. & Cont.			775.83
		Total			8534.13

Length 44' Roadway .097 mile
Cost per mile $87,980.72

20' ROADWAY

Voiney Unit: Sta. 541+43 to Sta. 600+00 (Contract No. 1707)

All Required		Clearing and Grubbing		300.00
200	dia. ft.	Felling Danger Trees	$ 1.50	300.00
900	cu. yds.	Trench Excavation	0.75	675.00
60,000	cu. yds.	Excavation, Single Classification	0.28	16,800.00
1,000	cu. yds.	Rock Borrow	0.85	850.00
40,000	yd. sta.	Overhaul	0.02	800.00
11,000	yd. mi.	Truck Haul	0.12	1,320.00
1.1	mile	Finishing Roadbed and Slopes	200.00	220.00
5,000	lin. ft.	Rounding Cutbanks	0.15	750.00
200	lin. ft.	Salvaging 12" Pipe	0.60	120.00
100	lin. ft.	Salvaging 30" Pipe	1.50	150.00
2,200	lin. ft.	8" Perforated Concrete Pipe	0.70	1,540.00
1,000	lin. ft.	9" Perforated Concrete Pipe	1.00	1,000.00
110	lin. ft.	12" Corr. Iron Pipe	1.10	121.00
180	lin. ft.	18" Concrete Pipe	2.20	396.00
680	lin. ft.	18" Corrugated Iron Pipe	2.00	1,360.00
70	lin. ft.	24" Corrugated Iron Pipe	2.40	168.00
5	only	Concrete Catch Basins	20.00	100.00
450	cu. yds.	Rock Backfill in Drains	1.60	720.00
150	lin. ft.	Special Fill Construction at Culverts	2.25	337.50
2,200	sq. yds.	Pavement Removal and Slope Paving	0.65	1,430.00
13,100	sq. yds.	Portland Cement Concrete Pavement	1.65	21,615.00
1,400	lin. ft.	Expansion Joints	0.12	168.00
6,600	lin. ft.	Contraction Joints	0.02	132.00
6,700	only	Dowels	0.12	804.00

5,500	lbs.	Tie Bars and Reinforcement	$ 0.04	$ 220.00
800	cu. yds.	Lower Course of Cushion	1.40	1,120.00
400	cu. yds.	Top Course of Cushion	1.45	580.00
1,450	cu. yds.	3" - 0" Rock in Shoulders, Surfacing and Subbase	1.40	2,030.00
650	cu. yds.	1½" - 0" Rock in Shoulders, Surfacing and Subbase	1.80	1,170.00
100	cu. yds.	¾" - 0" Screenings	1.80	180.00
350	cu. yds.	Filler	0.20	70.00
350	yd. mi.	Hauling Filler	0.20	70.00
110	tons	Class "A" Asphaltic Concrete	6.60	726.00
20	tons	Class "B" Asphaltic Concrete	6.60	132.00
500	sq. yds.	Surface Finish Coat	0.06	30.00
7,500	cu. yds.	Selected Roadbed Topping	0.75	5,625.00
				$ 64,329.50

6' x 6' Concrete Culvert, Sta. 591+95 (Contract No. 1717)

70	cu. yds.	Excavation	$ 3.00	$ 210.00
40	cu. yds.	Class "D" Concrete	17.00	680.00
6,400	lbs.	Metal Reinforcement	0.06	384.00
				$ 1,274.00

8' x 8' Concrete Culvert, Sta. 565+80 (Contract No. 1717)

210	cu. yds.	Excavation	$ 1.00	$ 210.00
800	lin. ft.	Foundation Piling	0.60	480.00
116	cu. yds.	Class "D" Concrete	17.00	1,972.00
8,800	lbs.	Metal Reinforcement	0.06	528.00
				$ 3,190.00

Subtotal 20' Roadway		$ 68,793.50
10% Engr. & Cont.		6,879.35
Total		$ 75,672.85
Length 20' Roadway	1.109 miles	
Cost per mile	$ 68,235.21	

Summary of Funds Recommended:

44' Roadway-	$ ~~9,190.40~~	8534.13
20' Roadway-	75,672.85	
	$ ~~93,127.25~~	84206.98

Check [illegible] Chap 113 [illegible]
[illegible] Chap 41 June 1927

FORM S-A-1 55575 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

73

OREGON STATE HIGHWAY COMMISSION

SALEM

July 24, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In regard to the price agreement of a 24" concrete culvert at Station 124/26 on the Votaw Unit of the West Side Pacific Highway, Harold Blake Contractor.

The resident engineer considered that a concrete pipe would be advisable at this particular location but inadvertantly overlooked the fact that there was no price on this size of concrete pipe. The contractor installed the pipe and then furnished information showing that pipe cost 13¢ more than corrugated iron and that the cost of laying was 20¢ a foot more. These prices have been checked up and appear reasonable. Had it been realized that there is no bid price on concrete pipe, the pipe would not have been used but corrugated iron pipe would have been used instead.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. Smith
H. G. Smith,
Construction Engineer.

HGS/H

Hyp 9926

Form P. R. 2

State Oregon

U.S.Public Works Highway Project No. RRH-73 (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5618

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No.67,73rd Cong.) approved June 16, 1933, and act approved June 18, 1934 (Public No. 393,73rd Cong.)

Whereas the Highway Department of said State submitted on the 16th day of June, 1922, a project statement, which was approved by the Secretary on the 15th day of August, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

eighty-one thousand, five hundred sixty-two and 80/100

dollars ($ 81,562.80) as the share of the United States payable under said act on account of [redacted] said project, which is [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 16, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 199+94.9 at the Multnomah County line in the NE¼ of Section 36, T 1 S, R 1 W, W.M., and survey station 600+00 in the NW¼ of Section 11, T 3 S, R 2 W, W.M. (excepting therefrom the portion between survey stations 4+99.3 and 541+43)

, length 1.205 miles, in Washington County, being Oregon U.S.Public Works/Highway (1935) project No. [illegible]-73-A, consisting of 1.205 miles of roadway and no bridges, each of more than 20 feet clear span, ~~of a mile in length~~ known locally as the Multnomah County Line-Newberg Section of the West Side Pacific Highway between official control points Portland and McMinnville.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 1¼, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of eighty-one thousand, five hundred sixty-two and 80/100 dollars ($ 81,562.80), certified to the Secretary of the Treasury as above mentioned, which does not exceed the [redacted] dollars ($ [redacted]), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 20th day of June, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By C. L. Sasleburn
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. H. Wilson
Acting *Chief, Bureau of Public Roads*

8—3513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. PRE-73 (1935)

State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ $1,562.80 as the total estimated cost of said project, and the sum of $ $1,562.80 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal [redacted] said total estimated cost.

Done at the city of Washington, this 20th day of June one thousand nine hundred and thirty-five

SECRETARY OF AGRICULTURE,

By T. H. Mac Donald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4000

FORM S-A-1 15618 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
May 4, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Harold Blake, Contractor,
400 North Thompson St.,
Portland, Ore.

RE: Votaw Unit, Contract No. 1707
West Side Pacific Highway

Dear Sir:

Permit has been received from Roscoe Winters, autherising you to pile the logs and stumps from the highway right of way on his property.

Please be advised that this is contrary to the highway regulations and wishes, as we desire the burning to be done on the highway right of way and at the time of clearing. This contract has been let to you for several months and there has been ample opportunity to have done this clearing, and without doubt there will still be plenty of rainy weather in which you can finish the burning.

In the past we have had many examples of material being piled on the adjacent property, either for salvage by the property owner or for some fancied reason of the contractor, and in all instances it has caused endless trouble, and we have not been able to secure a clean and satisfactory job of burning. Therefore I will appreciate it very much if you will conduct this job according to the standard methods for grading work.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock
W. I. Chandler
F. D.Eason

April 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Multnomah County Line-Sherwood Section, Project No. MSH 73 (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. [illegible] 73 (1933)

[illegible] COUNTY LINE-[illegible] SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 3, 1933

20' ROADWAY

Totem Pole Sta. 541+43 to Sta. 600+00 (Contract No. 1707)

All Required		Clearing and Grubbing			$ 300.00
200	dia. ft.	Felling Danger Trees	$1.50		300.00
900	cu. yds.	Trench Excavation	0.75		675.00
60,000	" "	Excavation, Single Classification	0.28		16,800.00
1,000	" "	Rock Borrow	0.85		850.00
40,000	yd. sta.	Overhaul	0.02		800.00
11,000	yd. mi.	Truck Haul	0.12		1,320.00
1.1	mile	Finishing Roadbed and Slopes	200.00		220.00
5,000	lin. ft.	Rounding Cut Banks	0.15		750.00
200	lin. ft.	Salvaging 12" Pipe	0.60		120.00
100	" "	Salvaging 30" Pipe	1.50		150.00
2,200	" "	8" Perforated Concrete Pipe	0.70		1,540.00
1,000	" "	9" Perforated Concrete Pipe	1.00		1,000.00
110	" "	12" Concrete Pipe	1.10		121.00
180	" "	18" Concrete Pipe	2.20		396.00
680	" "	18" Corrugated Iron Pipe	2.00		1,360.00
70	" "	24" Corrugated Iron Pipe	2.40		168.00
5	only	Concrete Catch Basins	20.00		100.00
450	cu. yds.	Rock Backfill in Drains	1.60		720.00
150	lin. ft.	Special Fill Construction at Culverts	2.25		337.50
2,200	sq. yds.	Pavement Removal and Slope Paving	0.65		1,430.00
13,100	" "	Portland Cement Concrete Pavement	1.65		21,615.00
1,400	lin. ft.	Expansion Joints	0.12		168.00
6,600	" "	Contraction Joints	0.02		132.00
6,700	only	Dowels	0.12		804.00
5,500	lbs.	Tie Bars and Reinforcement	0.04		220.00
800	cu. yds.	Lower Course of Cushion	1.40		1,120.00
400	" "	Top Course of Cushion	1.45		580.00
1,450	" "	3" - 0" Rock in Shoulders, Surfacing and Sub-base	1.40		2,030.00
650	" "	1½" - 0" Rock in Shoulders, Surfacing and Sub-base	1.80		1,170.00
100	" "	¼" - 0" Screenings	1.80		180.00

350	cu. yds.	Filler	$0.20	$ 70.00
350	yd. mi.	Hauling Filler	0.20	70.00
110	tons	Class "A" Asphaltic Concrete	6.60	726.00
20	"	Class "B" Asphaltic Concrete	6.60	132.00
500	sq. yds.	Surface Finish Coat	0.06	30.00
7,500	cu. yds.	Selected Roadbed Topping	0.75	5,625.00
				$64,329.50

Sta. 199+96.9 to 200+82 (Contract No. 1655)

200	cu. yds.	Excavation, Single Classification	$0.49	$ 98.00
100	" "	Compacting Existing Embankments	0.03	3.00
.02	mile	Finishing Roadbed and Slopes	40.00	8.00
120	cu. yds.	Gravel Roadbed Topping	0.45	54.00
400	yd. mi.	Hauling Topping Materials	0.15	60.00
10	cu. yds.	¾" - 0" Rock in Sub-base and Surfacing	2.00	20.00
10	" "	Sand Cushion	1.00	10.00
2	" "	Filler	0.40	0.80
4	yd. mi.	Hauling Filler	0.20	0.80
2	cu. yds.	Aggregates in Top Course of Footpath	4.00	8.00
0.2	ton	Road Oil in Top Course of Footpath	30.00	6.00
210	sq. yds.	Portland Cement Concrete Pavement	1.38	289.80
20	lin. ft.	Expansion Joints	0.20	4.00
100	" "	Contraction Joints	0.03	3.00
100	lbs.	Tie Bars and Reinforcement	0.05	5.00
100	only	Dowels	0.10	10.00
				$ 575.20

6' x 6' Concrete Culvert, Sta. 581+25 (Contract No. 1717)

70	cu. yds.	Excavation	$3.00	$ 210.00
40	" "	Class "D" Concrete	17.00	680.00
6,400	lbs.	Metal Reinforcement	0.06	384.00
				$ 1,274.00

8' x 8' Concrete Culvert, Sta. 565+80 (Contract No. 1717)

210	cu. yds.	Excavation	$1.00	$ 210.00
800	lin. ft.	Foundation Piling	0.60	480.00
116	cu. yds.	Class "D" Concrete	17.00	1,972.00
8,800	lbs.	Metal Reinforcement	0.06	528.00
				$ 3,190.00

Sub-total 20' Roadway	$69,368.70
10% Engr. & Cont.	6,936.87
Total	$76,305.57

Length, 20' Roadway	1.126 miles	
Cost per mile	$67,766.93	

32' ROADWAY

Sta. 220+38 to 204+83.7 = 4+75.3 to 4+99.3 (Contract No. 1655)

1,500	cu. yds.	Excavation, Single Classification	$0.49	$ 735.00
400	" "	Compacting Existing Embankments	0.05	20.00
.08	mile	Finishing Roadbed and Slopes	40.00	3.20
900	sq. yds.	Removal of Old Pavement	0.30	270.00
430	cu. yds.	Gravel Roadbed Topping	0.45	193.50
1,500	yd. mi.	Hauling Topping Materials	0.15	225.00
30	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	2.00	60.00
70	" "	½" - 0" Rock in Sub-base and Surfacing	2.00	140.00
60	" "	Sand Cushion	1.00	60.00
8	" "	Filler	0.40	3.20
16	yd. mi.	Hauling Filler	0.20	3.20
8	cu. yds.	Aggregates in Top Course of Footpath	4.00	32.00
0.8	ton	Road Oil in Top Course of Footpath	30.00	24.00
1,990	sq. yds.	Portland Cement Concrete Pavement	1.38	2,746.20
280	lin. ft.	Expansion Joints	0.20	56.00
1,100	" "	Contraction Joints	0.03	33.00
1,100	lbs.	Tie Bars and Reinforcement	0.05	55.00
1,200	only	Dowels	0.10	120.00
		Sub-total, 32' Roadway		$ 4,779.30
		10% Engr. & Cont.		477.93
		Total, 32' Roadway		$ 5,257.23

Length, 32' Roadwork	0.079 mile
Cost per mile	$66,547.21

Summary of Funds Requested:

20' Roadway- - - - - - - - - - - -	$ 76,305.57
32' Roadway- - - - - - - - - - - -	5,257.23
	$ 81,562.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

District No 1

PORTLAND, OREGON

March 5, 1935

73

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 1717 which was awarded to you by the State Highway Commission on February 28 for bridge construction over Cedar Creek on the Multnomah County Line-Newberg Section of the West Side Pacific Highway in Washington County.

Please have all four copies of this contract properly executed as to agreement and bond and return all copies to this office for the approval of the State Highway Commission. When this is secured a fully executed copy will be returned to you for your records and files. A copy will also be furnished the surety on your bond.

W. H. Lynch
District Engineer

Your special attention is called to the paragraph under Section 5 of the General Provisions and also the paragraph in the Special Provisions, both of which pertain to the Workmen's Compensation Act. You are expected to accept the terms of said act and to carry on your work in strict conformance thereto.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

MC

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 28, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works highway project NRH 73 (1935), culverts over Cedar Creek on the Votaw Unit of the West Side Pacific Highway, to J. F. Johnston, Newberg, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

Form 988—6M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 16, 1935

Section Yoder Unit Mult Co Line Newberg — Kind of work Grading & Paving

Highway West Side Pacific — Section prefix 34P2

Contractor Harold Blake — Contract number 1707 13

Date of contract Jan 21, 1935 — Date of completion Sept 30, 1935

Date work started —, 193 — Estimated date of completion —, 193

Amount of contract $ 64329.50 — Per cent of time elapsed —%

Estimated cost of completed project, exclusive of engineering $ 64329.50

Per cent of contract completed, based on total contract price —%

Engineering costs to date, $ 1061.11, —% — Date project was completed —, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has not started work. Party out this week and have 2000 Ft Slope stakes set and The Clearing stakes set on R of W and line referenced out.

RECEIVED
FEB 19 1935
CONSTR.

RECEIVED
FEB 1 1935

RECEIVED
FEB 19 1935
HIGHWAY DEPT.

Signed H. C. Broadwell

Address Res Eng

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1/2				1/2
Miles partially completed	—				—
Miles completed	—				—
Total estimated quantities	6,900				13,100
Estimated quantities moved or placed to date	—				—
Average daily quantities	—				—
Average daily quantities necessary to complete project on time					
Number shifts per day	—				—
Hours per shift	—				—
Average force on project for week	—				—

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	—						
Men and teams	—						
Men and trucks under 3 tons	—						
Men and trucks over 3 tons	—						
Men and tractors	—						

Equipment used during week: Shovels —, Power graders —, Rollers —, Mixers —, Crushing or screening plants ....,

Compressors —, Bull dozers —, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Sunshine		Work not started
Monday	showers.		
Tuesday	Rain.		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

FORM S-A-1 10M10 (5M) 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

13

SALEM
February 13, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough,
Ass't State Highway Engineer,
Office.

Dear Sir:

NOTED.
State Highway Engineer

The right of way necessary for the construction of the Culverts on the Votaw-Rex Unit of the W. S. Pacific Highway in Washington County, has been acquired.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. E. Hackett
H.

CC to
R. H. Baldock

February 11, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for concrete culverts to be constructed on the Votaw Unit, Project No. ~~BRE~~ 73 (1935).

Five bid proposals and five blueprint copies of the quantity summary sheet of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. MCM 73 (1935)

MULTNOMAH COUNTY LINE-HILLSBORO SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans for concrete culverts. Not as basis for project agreement.)

Salem, Oregon, February 11, 1935

20' ROADWAY

Votaw Units Sta. 541+43 to Sta. 600+00 (Low Bid Prices, Contract No. 1707)

All Required		Clearing and Grubbing		$ 500.00
200	dia. ft.	Felling Danger Trees	$ 1.50	300.00
900	cu. yds.	Trench Excavation	0.75	675.00
60,000	cu. yds.	Excavation, Single Classification	0.28	16,800.00
1,000	cu. yds.	Rock Borrow	0.85	850.00
40,000	yd. sta.	Overhaul	0.02	800.00
11,000	yd. mi.	Truck Haul	0.12	1,320.00
1.1	mile	Finishing Roadbed and Slopes	200.00	220.00
5,000	lin. ft.	Rounding Cut-banks	0.15	750.00
200	lin. ft.	Salvaging 12" Pipe	0.60	120.00
100	lin. ft.	Salvaging 30" Pipe	1.50	150.00
2,200	lin. ft.	8" Perforated Concrete Pipe	0.70	1,540.00
1,000	lin. ft.	9" Perforated Concrete Pipe	1.00	1,000.00
110	lin. ft.	12" Concrete Pipe	1.10	121.00
180	lin. ft.	18" Concrete Pipe	2.20	396.00
680	lin. ft.	18" Corr. Iron Pipe	2.00	1,360.00
70	lin. ft.	24" Corr. Iron Pipe	2.40	168.00
5	only	Concrete Catch Basins	20.00	100.00
450	cu. yds.	Rock Backfill in Drains	1.60	720.00
150	lin. ft.	Special Fill Construction at Culverts	2.25	337.50
2,200	sq. yds.	Pavement Removal and Slope Paving	0.65	1,430.00
13,100	sq. yds.	Portland Cement Concrete Pavement	1.65	21,615.00
1,400	lin. ft.	Expansion Joints	0.12	168.00
6,600	lin. ft.	Contraction Joints	0.02	132.00
6,700	only	Dowels	0.12	804.00
5,500	lbs.	Tie Bars and Reinforcement	0.04	220.00
800	cu. yds.	Lower Course of Cushion	1.40	1,120.00
400	cu. yds.	Top Course of Cushion	1.45	580.00
1,450	cu. yds.	3" - 0" Rock in Shoulders, Surfacing and Sub-base	1.40	2,030.00

650	cu. yds.	1½" - 0" Rock in Shoulders, Surfacing and Sub-base	$ 1.80	$ 1,170.00
100	cu. yds.	¼" - 0" Screenings	1.80	180.00
350	cu. yds.	Filler	0.20	70.00
350	yd. mi.	Hauling Filler	0.20	70.00
110	tons	Class "A" Asphaltic Concrete	6.60	726.00
20	tons	Class "B" Asphaltic Concrete	6.60	132.00
500	sq. yds.	Surface Finish Coat	0.06	30.00
7,500	cu. yds.	Selected Roadbed Topping	0.75	5,625.00
				$ 64,329.50

Sta. 199+94.9 to 200+88 (Low bid prices, Contract No. 1655)

200	cu. yds.	Excavation, Single Classification	$ 0.49	$ 98.00
100	cu. yds.	Compacting Existing Embankments	0.05	5.00
.02	mile	Finishing Roadbed and Slopes	40.00	0.80
120	cu. yds.	Gravel Roadbed Topping	0.45	54.00
400	yd. mi.	Hauling Topping Materials	0.15	60.00
10	cu. yds.	¾" - 0" Rock in Sub-base and Surfacing	2.00	20.00
10	cu. yds.	Sand Cushion	1.00	10.00
2	cu. yds.	Filler	0.40	0.80
4	yd. mi.	Hauling Filler	0.20	0.80
2	cu. yds.	Aggregates in Top Course of Footpath	4.00	8.00
0.2	ton	Road Oil in Top Course of Footpath	30.00	6.00
210	sq. yds.	Portland Cement Concrete Pavement	1.38	289.80
20	lin. ft.	Expansion Joints	0.20	4.00
100	lin. ft.	Contraction Joints	0.03	3.00
100	lbs.	Tie Bars and Reinforcement	0.05	5.00
100	only	Dowels	0.10	10.00
				$ 575.20

6' x 6' Concrete Culvert, Sta. 591+95 (Contract No. 1717) (Estimated Prices)

70	cu. yds.	Excavation	3.00	$ 210.00
40	cu. yds.	Class "D" Concrete	20.00	800.00
6,400	lbs.	Metal Reinforcement	0.05	320.00
				$ 1,330.00

8' x 8' Concrete Culvert, Sta. 565+80 (Contract No 1717) (Estimated Prices)

210	cu. yds.	Excavation	$ 2.00	$ 420.00
800	lin. ft.	Foundation Piling	0.70	560.00
116	cu. yds.	Class "D" Concrete	20.00	2,320.00

8,800	lbs.	Metal Reinforcement	$ 0.05	$ 440.00
				$ 3,740.00 (A)
		Sub-total, 20' Roadway		$ 69,974.70
		10% Engr. & Cont.		6,997.47
		Total, 20' Roadway		$ 76,972.17
		Length, 20' Roadway	1.126 miles	
		Cost per mile	$ 68,358.94	

32' ROADWAY

Sta. 200+88 to 204+83.7 = 4+75.3 to 4+99.3 (Item 344 previous Contract No. 1655)

1,500	cu. yds.	Excavation, Single Classification	$ 0.49	$ 735.00
400	cu. yds.	Compacting Existing Embankments	0.05	20.00
.08	mile	Finishing Roadbed and Slopes	40.00	3.20
900	sq. yds.	Removal of Old Pavement	0.30	270.00
430	cu. yds.	Gravel Roadbed Topping	0.45	193.50
1,500	yd. mi.	Hauling Topping Materials	0.15	225.00
30	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	2.00	60.00
70	cu. yds.	¾" - 0" Rock in Sub-base and Surfacing	2.00	140.00
60	cu. yds.	Sand Cushion	1.00	60.00
8	cu. yds.	Filler	0.40	3.20
16	yd. mi.	Hauling Filler	0.20	3.20
8	cu. yds.	Aggregates in Top Course of Footpath	4.00	32.00
0.8	ton	Road Oil in Top Course of Footpath	30.00	24.00
1,990	sq. yds.	Portland Cement Concrete Pavement	1.38	2,746.20
280	lin. ft.	Expansion Joints	0.20	56.00
1,100	lin. ft.	Contraction Joints	0.03	33.00
1,100	lbs.	Tie Bars and Reinforcement	0.05	55.00
1,200	only	Dowels	0.10	120.00
		Sub-total, 32' Roadway		$ 4,779.30
		10% Engr. & Cont.		477.93
		Total, 32' Roadway		$ 5,257.23
		Length, 32' Roadwork	0.079 mile	
		Cost per mile	$ 66,547.21	

Summary of Funds Required:

20' Roadway	$ 76,972.17	76305.57
32' Roadway	5,257.23	
	$ 82,229.40	81,562.80

NRH 73
(1935)

February 8, 1935

Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

For use in connection with the Voter Unit, Multnomah County Line-Norberg Grading and Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Old Post Office Building, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HE

Encl.

cc Mr. W. E. Chandler
Mr. H. C. Brandwell

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works project NRH 73 (1935), Votaw Unit, Multnomah County Line-Newberg section of West Sid e Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

73

January 28, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate for the Yoter Unit, Project No. [illegible] (1935). Likewise, we are enclosing five copies each of special provision sheet number 30a, bid sheet number 4 and the letter sent to prospective bidders on the project advising them of changes made in the plans and specifications for the project.

Five blueprint copies each of revised plan sheets 2 and 2a are being sent under separate cover.

The papers listed above are to cover the placing of a selected roadbed topping as additional stabilization of the subgrade on which pavement is to be constructed. Investigation made subsequent to the submission of the PS and E papers for this project has resulted in the opinion that this additional stabilization is necessary, and it is, accordingly, our request that you approve this change and that federal cooperation be allowed on the additional item of roadbed topping.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department — U. S. Public Works Project No. HSH 73 (1935)

MULTNOMAH COUNTY LINE-HOWARD SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, January 28, 1935

20' ROADWAY

Various Units, Sta. 543+43 to Sta. 600+00 (Estimated Prices)

All Required		Clearing and Grubbing		$ 2,000.00
200	dia. ft.	Felling Danger Trees	$ 1.50	300.00
900	cu. yds.	Trench Excavation	1.00	900.00
60,000	cu. yds.	Excavation, Single Classification	0.25	15,000.00
1,000	cu. yds.	Rock Borrow	1.00	1,000.00
40,000	yd. sta.	Overhaul	0.03	1,200.00
11,000	yd. mi.	Truck Haul	0.15	1,650.00
1.1	mile	Finishing Roadbed and Slopes	200.00	220.00
5,000	lin. ft.	Rounding Cut-banks	0.10	500.00
200	lin. ft.	Salvaging 12" Pipe	0.75	150.00
100	lin. ft.	Salvaging 30" Pipe	1.50	150.00
2,200	lin. ft.	8" Perforated Concrete Pipe	0.80	1,760.00
1,000	lin. ft.	9" Perforated Concrete Pipe	1.00	1,000.00
110	lin. ft.	12" Concrete Pipe	1.50	165.00
180	lin. ft.	18" Concrete Pipe	2.50	450.00
680	lin. ft.	18" Corr. Iron Pipe	2.50	1,700.00
70	lin. ft.	24" Corr. Iron Pipe	3.50	245.00
5	only	Concrete Catch Basins	25.00	125.00
450	cu. yds.	Rock Backfill in Drains	1.50	675.00
150	lin. ft.	Special Fill Construction at Culverts	0.50	75.00
2,200	sq. yds.	Pavement Removal and Slope Paving	0.75	1,650.00
13,100	sq. yds.	Portland Cement Concrete Pavement	1.75	22,925.00
1,400	lin. ft.	Expansion Joints	0.20	280.00
6,600	lin. ft.	Contraction Joints	0.04	264.00
6,700	only	Dowels	0.20	1,340.00
5,500	lbs.	Tie Bars and Reinforcement	0.05	275.00
800	cu. yds.	Lower Course of Cushion	1.50	1,200.00
400	cu. yds.	Top Course of Cushion	1.50	600.00
1,450	cu. yds.	3" - 0 " Rock in Shoulders, Surfacing & Sub-base	1.50	2,175.00

650	cu. yds.	1½" - 0" Rock in Shoulders, Surfacing & Sub-base	$ 1.80	$ 1,170.00
100	cu. yds.	¾" - 0" Screenings	1.80	180.00
350	cu. yds.	Filler	0.50	175.00
350	yd. mi.	Hauling Filler	0.20	70.00
110	tons	Class "A" Asphaltic Concrete	8.00	880.00
20	tons	Class "B" Asphaltic Concrete	8.00	160.00
500	sq. yds.	Surface Finish Coat	0.10	50.00
7,500	cu. yds.	Selected Roadbed Topping	0.80	6,000.00
				$ 68,659.00

Sta. 199+24.9 to 200+88 (Low bid prices, Contract No. 1655)

200	cu. yds.	Excavation, Single Classification	$ 0.49	$ 98.00
100	cu. yds.	Compacting Existing Embankments	0.05	5.00
.02	mile	Finishing Roadbed and Slopes	40.00	0.80
120	cu. yds.	Gravel Roadbed Topping	0.45	54.00
400	yd. mi.	Hauling Topping Materials	0.15	60.00
10	cu. yds.	¾" - 0" Rock in Sub-base and Surfacing	2.00	20.00
10	cu. yds.	Sand Cushion	1.00	10.00
2	cu. yds.	Filler	0.40	0.80
4	yd. mi.	Hauling Filler	0.20	0.80
2	cu. yds.	Aggregates in Top Course of Footpath	4.00	8.00
0.2	ton	Road Oil in Top Course of Footpath	30.00	6.00
210	sq. yds.	Portland Cement Concrete Pavement	1.38	289.80
20	lin. ft.	Expansion Joints	0.20	4.00
100	lin. ft.	Contraction Joints	0.03	3.00
100	lbs.	Tie Bars and Reinforcement	0.05	5.00
100	only	Dowels	0.10	10.00
				$ 575.20

Sub-total, 20' Roadway	$ 69,234.20	69774.70
10% Engr. & Cont.	6,923.43	6997.07
Total, 20' Roadway	$ 76,157.62	76771.77
Length, 20' Roadway	1.126 miles	
Cost per mile	$ 67,635.54	68,208.94

32' ROADWAY

Sta. 200+88 to 204+83.7 = 4+75.3 to 4+99.3 (low bid prices Contract No. 1655)

1,500	cu. yds.	Excavation, Single Classification	$ 0.49	$ 735.00
400	cu. yds.	Compacting Existing Embankments	0.05	20.00
.08	mile	Finishing Roadbed and Slopes	40.00	3.20
900	sq. yds.	Removal of Old Pavement	0.30	270.00
430	cu. yds.	Gravel Roadbed Topping	0.45	193.50
1,500	yd. mi.	Hauling Topping Materials	0.15	225.00
30	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	2.00	60.00
70	cu. yds.	¾" - 0" Rock in Sub-base and Surfacing	2.00	140.00
60	sq. yds.	Sand Cushion	1.00	60.00
8	cu. yds.	Filler	0.40	3.20
16	yd. mi.	Hauling Filler	0.20	3.20
8	cu. yds.	Aggregates in Top Course of Footpath	4.00	32.00
0.8	ton	Road Oil in Top Course of Footpath	30.00	24.00
1,990	sq. yds.	Portland Cement Concrete Pavement	1.38	2,746.20
280	lin. ft.	Expansion Joints	0.20	56.00
1,100	lin. ft.	Contraction Joints	0.03	33.00
1,100	lbs.	Tie Bars and Reinforcement	0.05	55.00
1,200	only	Dowels	0.10	120.00
			Sub-total, 32' Roadway	$ 4,779.30
			10% Engr. & Cont.	477.93
			Total, 32' Roadway	$ 5,257.23

Length, 32' Roadwork 0.879 mile

Cost per mile $ 66,547.21

Summary of Funds Requested:

20' Roadway	$ 76,157.62	76 97217
32' Roadway	5,257.23	
	$ 81,414.85	82,229 40

January 15, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Votaw Unit of the Multnomah County Line-Newberg Section, Project No. ~~XXX~~ 73 (1935). This estimate likewise includes the work at the north end of the project from Station 199+94.9 through equation 204+83.7 = 4+75.3 to Station 4+99.3, being constructed under Contract No. 1655. The work has been revised to conform with the suggestions contained in your letter of November 6, 1934 and three copies of an agreement signed by Jacobsen-Jensen, contractors, confirming the changed quantities, are being enclosed herewith. Five blueprint copies of the revised plans for this work, as well as five blueprint copies of the plans for the Votaw Unit, are being sent under separate cover. We are likewise sending five bid proposals for the Votaw Unit.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. ~~NRE~~ 173 (1935)

MULTNOMAH COUNTY LINE-NEWBERG SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, January 15, 1935

20' ROADWAY

Yatow Unit, Sta. 541+43 to Sta. 600+00 (Estimated Prices)

All Required		Clearing and Grubbing		$ 2,000.00
200	dia. ft.	Felling Danger Trees	$ 1.50	300.00
900	cu. yds.	Trench Excavation	1.00	900.00
60,000	cu. yds.	Excavation, Single Classification	0.25	15,000.00
1,000	cu. yds.	Rock Borrow	1.00	1,000.00
40,000	yd. sta.	Overhaul	0.03	1,200.00
11,000	yd. mi.	Trunk Haul	0.15	1,650.00
1.1	mile	Finishing Roadbed and Slopes	200.00	220.00
5,000	lin. ft.	Removing Cut-banks	0.10	500.00
200	lin. ft.	Salvaging 12" Pipe	0.75	150.00
100	lin. ft.	Salvaging 30" Pipe	1.50	150.00
2,200	lin. ft.	8" Perforated Concrete Pipe	0.80	1,760.00
1,000	lin. ft.	9" Perforated Concrete Pipe	1.00	1,000.00
110	lin. ft.	12" Concrete Pipe	1.50	165.00
180	lin. ft.	18" Concrete Pipe	2.50	450.00
680	lin. ft.	18" Corr. Iron Pipe	~~1.50~~ 2.50	~~1,020.00~~ 1700.00
70	lin. ft.	24" Corr. Iron Pipe	~~2.50~~ 3.50	~~175.00~~ 245.00
5	only	Concrete Catch Basins	25.00	125.00
450	cu. yds.	Rock Backfill in Drains	1.50	675.00
150	lin. ft.	Special Fill Construction at Culverts	0.50	75.00
2,200	sq. yds.	Pavement Removal and Slope Paving	0.75	1,650.00
13,100	sq. yds.	Portland Cement Concrete Pavement	1.75	22,925.00
1,400	lin. ft.	Expansion Joints	0.20	280.00
6,600	lin. ft.	Contraction Joints	0.04	264.00
6,700	only	Dowels	0.20	1,340.00
5,500	lbs.	Tie Bars and Reinforcement	0.05	275.00
800	cu. yds.	Lower Course of Cushion	1.50	1,200.00
400	cu. yds.	Top Course of Cushion	1.50	600.00
1,450	cu. yds.	3" - 0" Rock in Shoulders, Surfacing & Sub-base	1.50	2,175.00

690	cu. yds.	1½" – 0" Rock in Shoulders, Surfacing & Sub-base	$ 1.80	$ 1,170.00
100	cu. yds.	¾" – 0" Screenings	1.80	180.00
350	cu. yds.	Filler	0.50	175.00
350	yd. mi.	Hauling Filler	0.20	70.00
110	tons	Class "A" Asphaltic Concrete	5.00	550.00
20	tons	Class "B" Asphaltic Concrete	8.00	160.00
500	sq. yds.	Surface Finish Coat	0.10	50.00
7500	cy	Selected Roadbed Topping	.8	6000.00
				$ 68,679.00

Sta. 192+34.9 to 202+68. (Low bid prices. Contract No. 1655)

200	cu. yds.	Excavation, Single Classification	$ 0.49	$ 98.00
100	cu. yds.	Compacting Existing Embankments	0.05	5.00
.02	mile	Finishing Roadbed and Slopes	40.00	.80
120	cu. yds.	Gravel Roadbed Topping	0.45	54.00
400	yd. mi.	Hauling Topping Materials	0.15	60.00
10	cu. yds.	¾" – 0" Rock in Sub-base and Surfacing	2.00	20.00
10	cu. yds.	Sand Cushion	1.00	10.00
2	cu. yds.	Filler	0.40	.80
4	yd. mi.	Hauling Filler	0.20	.80
2	cu. yds.	Aggregates in Top Course of Footpath	4.00	8.00
0.2	ton	Road Oil in Top Course of Footpath	30.00	6.00
210	sq. yds.	Portland Cement Concrete Pavement	1.38	289.80
20	lin. ft.	Expansion Joints	0.20	4.00
100	lin. ft.	Contraction Joints	0.03	3.00
100	lbs.	Tie Bars and Reinforcement	0.05	5.00
100	only	Dowels	0.10	10.00
				$ 575.00

Sub-total, 20' Roadway	$ 69,254.00	69,254.20
10% Engr. & Cont.	6923.00	6923.42
Total, 20' Roadway	$ 76,177.00	76,177.62

Length, 20' Roadway 1.126 miles x
Cost per mile $ 67,625.00 67,625.54

32' ROADWAY

Sta. 200+88 to 204+83.7 = 4+73.3 to 4+99.3 (Low bid prices. Contract No. 1655)

1,500	cu. yds.	Excavation, Single Classification	$ 0.49	$ 735.00
400	cu. yds.	Compacting Existing Embankments	0.05	20.00
.08	mile	Finishing Roadbed and Slopes	40.00	3.20

900	sq. yds.	Removal of Old Pavement	$ 0.30	$ 270.00
430	cu. yds.	Gravel Roadbed Topping	0.45	193.50
1,500	yd. mi.	Hauling Topping Materials	0.15	225.00
30	cu. yds.	½" - 0" Rock in Sub-base and Surfacing	2.00	60.00
70	cu. yds.	¾" - 0" Rock in Sub-base and Surfacing	2.00	140.00
60	cu. yds.	Sand Cushion	1.00	60.00
8	cu. yds.	Filler	0.40	3.20
16	yd. mi.	Hauling Filler	0.20	3.20
8	cu. yds.	Aggregates in Top Course of Footpath	4.00	32.00
0.8	ton	Road Oil in Top Course of Footpath	30.00	24.00
1,990	sq. yds.	Portland Cement Concrete Pavement	1.38	2,746.20
280	lin. ft.	Expansion Joints	0.20	56.00
1,100	lin. ft.	Contraction Joints	0.03	33.00
1,100	lbs.	Tie Bars and Reinforcement	0.05	55.00
1,200	only	Dowels	0.10	120.00
		Sub-total, 32' Roadway		$ 4,779.30
		10% Engr. & Cont.		477.93
		Total, 32' Roadway		$ 5,257.23

Length, 32' Roadwork 0.079 mile
Cost per mile $ 66,547.21

Summary of Funds Requested:

20' Roadway- - - - - - - - - - - - - - -	$ 68,732.62	76,157.62
32' Roadway- - - - - - - - - - - - - - -	5,257.23	
	$ 73,989.85	81,414.85

Form 332—SM—8-34

RECEIVED DEC 1 1934 DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 15, 1934, 193...

Section Portland - Washington County Line

Highway West Side Pacific

Contractor Jacobsen - Jensen

Date of contract Oct. 1, 1934, 193...

Date work started Oct. 10, 1934, 193...

Amount of contract $145,725.80

Estimated cost of completed project, exclusive of engineering $151,554.83

Per cent of contract completed, based on total contract price . . . . 6 %

Engineering costs to date, $ 657.00, ... %

Kind of work Grading and Paving

Section prefix 26 PM 73

Contract number 1655

Date of completion July 31, 1935, 193...

Estimated date of completion July 31, 1935, 193...

Per cent of time elapsed 26 %

RECEIVED DEC 1 1934 CONSTRUCTION ENGINEER

Date project was completed ..., 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Jacking of 36 inch culvert at station 131 was carried on without serious interuption until 55 feet of pipe was under the fill. At this point jacking became too difficult for the 50 ton jacks and 75 ton jacks were substitued. On the fourth 18 foot section of pipe the first failuse occurred by pipe buckling. A two foot section was removed and jacking again resumed. Approximately 5 feet was gained when pipe again buckled, this occurred three time. At this point a ten foot section of 8 guage "Armco" was substituted. Jacking against the "Armco" pipe caused no failure in that section but the third section of the lighter pipe, 14 feet under toe of fill, then buckled uniformly around the entire circumference thus showing that the pressure against the pipe was uniform. Jacking operations were abandoned at this point and an effort was immediately made to lacate the outlet end of the old concrete pipe. This was accomplished by blocking the inlet end of the pipe and creating a considerable head of water which was then allowed to rush through the pipe thus sluicing the material away from the outlet end. At the date of this report it was thought the end of the pipe had been located but this will not definitely be known until the water is lowered to a point where the pipe can be inspected from the inside. If the majority of the concrete pipe is found intact the joints will be cemented (the County did not cement their joints) and sufficient additional pipe will be laid to carry it

Signed F. T. Young

Address Oregon City

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form 888—8M—8-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 15, 1934, 193....

Section Portland - Washington County Line.

Highway

Contractor

Date of contract ....., 193....

Date work started ....., 193....

Amount of contract . . . . . $.....

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Per cent of contract completed, based on total contract price . . . .%

Engineering costs to date, $....., ...%

Kind of work

Section prefix

Contract number

Date of completion ....., 193....

Estimated date of completion ....., 193....

Per cent of time elapsed .....%

Date project was completed ....., 193....

RECEIVED DEC 1 1934 DIVISION ENGINEER

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

out beyond the slide area.

Very little jetting or ponding work was accomplished during the week.

An effort was made, as per instructions from Mr. Chandler, to try jetting the first rock fill. Were unable to get the holes down only a few feet and with the small amount of water available at this time no ponding of this section has been attempted. Have set grade stakes on the fill and will observe carefully results when the ponding work gets under way.

RECEIVED DEC 1 1934 STATE OF ENGINEER

Signed F. T. Young

Address Oregon City

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.30				3.30
Miles partially completed					
Miles completed					
Total estimated quantities	12,500				60,000
Estimated quantities moved or placed to date	167,000 cy. jetting				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	4				
Hours per shift	6				
Average force on project for week	30				

Percentages of men employed on contract to be secured from:

Multnomah County, 100%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Multnomah COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	26					4	30
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Rain		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday	"		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 6, 1934

RECEIVED
NOV 7 1934
STATE ... OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon U. S. Public Works project NRH 73 (1935).

In checking the plans for this project, the combination of Portland cement concrete and asphaltic concrete north and south of station 4+99 appears rather awkward, and we believe a more satisfactory solution of the problem would be to construct the entire pavement area at the junction of the old and new routes with Portland cement concrete. This would necessitate removing the easterly strip of bituminous pavement north of station 4+99 for approximately 300 ft. long by 12 ft. wide, and replacing it with concrete.

It is our belief that the proposed arrangement of white and black top pavement will introduce a hazard for traffic bound in either direction and will be unsightly. The additional cost of making this junction all concrete would, in our opinion, be justified.

The preparation of the project agreement will be withheld pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Multnomah County Line-Middleton Section, Project No. RRS 73 (1935).

Very truly yours,

H. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. V. Lach/EH

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. BRM 73 (1935)

MULTNOMAH COUNTY LINE-EAGLEMON SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN EASTERN COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, October 17, 1934

20' Roadway, Sta. 199+94.9 to Sta. 4+99.3:

1,680	cu. yds.	Excavation, Single Classification	$0.49	$ 823.20
300	" "	Compacting Existing Embankments	0.05	15.00
.10	mile	Finishing Roadbed and Slopes	40.00	4.00
350	sq. yds.	Removal of Old Pavement	0.30	105.00
450	cu. yds.	Gravel Roadbed Topping	0.45	202.50
1,500	yd. mi.	Hauling Topping Materials	0.15	225.00
8	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	2.00	16.00
70	" "	3/4" - 0" Rock in Sub-base and Surfacing	2.00	140.00
35	" "	Sand Cushion	1.00	35.00
8	" "	Filler	0.40	3.20
16	yd. mi.	Hauling Filler	0.20	3.20
10	cu. yds.	Aggregates in Top Course of Footpath	4.00	40.00
1	ton	Road Oil in Top Course of Footpath	30.00	30.00
1,160	sq. yds.	Portland Cement Concrete Pavement	1.38	1,600.80
100	lin. ft.	Expansion Joints	0.20	20.00
600	" "	Contraction Joints	0.03	18.00
500	lbs.	Tie Bars and Reinforcement	0.05	25.00
480	only	Dowels	0.10	48.00
12	tons	Class "B" Asphaltic Concrete	4.50	54.00
20	"	Class "C" Asphaltic Concrete	4.50	90.00
120	sq. yds.	Surface Finish Coat	0.05	6.00
		Sub-total		$3,503.90
		10% Engr. & Cont.		350.39
		Total		$3,854.29

Length of 20' Roadway 0.097 mile
Cost per mile $39,734.94

Tamer Connection, Sta. 4+99.3 to Sta. 7+00:

20	cu. yds.	Excavation, Single Classification	$0.49	$ 9.80
200	" "	Compacting Existing Embankments	0.05	10.00
.04	mile	Finishing Roadbed and Slopes	40.00	1.60
50	cu. yds.	Gravel Roadbed Topping	0.45	22.50

200	yd. mi.	Hauling Topping Materials	$0.15	$ 30.00
22	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	2.00	44.00
10	" "	¾" - 0" Rock in Sub-base and Surfacing	2.00	20.00
2	" "	Filler	0.40	0.80
4	yd. mi.	Hauling Filler	0.20	0.80
13	tons	Class "B" Asphaltic Concrete	4.50	58.50
30	"	Class "C" Asphaltic Concrete	4.50	135.00
160	cu. yds.	Surface Finish Coat	0.05	8.00
			Sub-total	$ 341.00
			10% Engr. & Cont.	34.10
			Total	$ 375.10

Length of Taper Connection 0.038 miles
Cost per mile $98,710.52

National Recovery Highway Funds Requested:

20' Roadway	$3,854.29
Taper Connection	375.10
	$4,229.39

FORM S-A-1 13743 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY COMMISSION

SALEM

October 18, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. Leon Davis, Manager,
Federal Reemployment Service,
Hillsboro, Oregon

Dear Sir:

This is to confirm our verbal conference in regard to contract, as of the Rex Hill Section of the West Side Pacific Highway, to be constructed under this year's program, will be all in Washington County except that a small quantity of materials will be hauled into Yamhill County. The project as set up will amount to approximately $70,000.00, however this may vary one way or another. We expect the project will be advertised during the latter part of November or the first part of December.

Very truly yours,

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. C. Smith,
Construction Engineer

Dictated by
Chas. E. Low
OG

cc to
R. H. Baldock

NOTED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Public Works highway project MRH 73 (1935), Multnomah County Line-Middleton section of the West Side Pacific Highway, to Jacobsen-Jensen Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jron

August 29, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for paving from Station 199+94.92 through the equation 204+83.7=4+99.3 to Station 7+00 of the Multnomah County Line-Newberg Section, Project No. NRH 73 (1935).

Five bid proposals and five blueprint copies of sheets 1, 2-A, 2-B and 3 of the plans are being sent under separate cover.

The comments, contained in our letter transmitting the P. S. & E. papers for Project NRH 203-B (1935), concerning the use of a finishing machine with vibrating mechanism for the concrete pavement, will apply to this project as well.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — U. S. Public Works Highway
Project No. NEH 73 (1933)

MULTNOMAH COUNTY LINE-SUBLIMITY SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans. Not as basis for project agreement).

Salem, Oregon, August 29, 1934

20' Roadway, Sta. 1994+94.9 to Sta. 4+93.3

1,680	cu. yds.	Excavation, Single Classification	$ 0.40	$ 672.00
300	" "	Compacting Existing Embankments	0.03	9.00
.10	mile	Finishing Roadbed and Slopes	200.00	20.00
350	sq. yds.	Removal of Old Pavement	0.30	105.00
450	cu. yds.	Gravel Roadbed Topping	0.30	135.00
1,500	yd. mi.	Hauling Topping Materials	0.12	180.00
8	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	1.50	12.00
70	" "	¾" - 0" " " " " "	1.50	105.00
35	" "	Sand Cushion	1.00	35.00
8	" "	Filler	0.50	4.00
16	yd. mi.	Hauling Filler	0.15	2.40
10	cu. yds.	Aggregates in Top Course of Footpath	3.00	30.00
1	ton	Road Oil in Top Course of Footpath	24.00	24.00
1,160	sq. yds.	Portland Cement Concrete Pavement	1.75	2,030.00
100	lin. ft.	Expansion Joints	0.15	15.00
600	" "	Contraction Joints	0.03	18.00
500	lbs.	Tie Bars and Reinforcement	0.05	25.00
480	only	Dowels	0.20	96.00
12	tons	Class "B" Asphaltic Concrete	7.00	84.00
20	"	" "C" " "	6.50	130.00
120	sq. yds.	Surface Finish Coat	0.06	7.20
			Sub-total	$ 3,738.60
			10% Engr. & Cont.	373.86
			Total	$ 4,112.46

Length of 20' Roadway 0.097 mile

Cost per mile $ 42,396.49

Taper Connection, Sta. 4+99.3 to Sta. 7+00

20	cu. yds.	Excavation, Single Classification	$ 0.40	$ 8.00
200	" "	Compacting Existing Embankments	0.03	6.00
.04	mile	Finishing Roadbed and Slopes	200.00	8.00
50	cu. yds.	Gravel Roadbed Topping	0.30	15.00
200	yd. mi.	Hauling Topping Materials	0.12	24.00
22	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	1.50	33.00
10	" "	¾" - 0" " " " " "	1.50	15.00
2	" "	Filler	0.50	1.00
4	yd. mi.	Hauling Filler	0.15	0.60
13	tons	Class "B" Asphaltic Concrete	7.00	91.00
30	"	" "C" " "	6.50	195.00
160	sq. yds.	Surface Finish Coat	0.06	9.60
			Sub-total	$ 406.20
			10% Engr. & Cont.	40.62
			Total	$ 446.82

Length of Taper Connection 0.038 mile

Cost per mile $ 11,758.42

National Recovery Highway Funds Requested

20' Roadway	$ 4,112.46
Taper Connection	446.82
	$ 4,559.28

73-a

October 24, 1933

Shell Oil Company
Shell Building
Seattle, Wn.

Gentlemen:

Reply is made to your inquiry of October 20 relative to State Highway Contract No. 1408, awarded to Oregon Bridge & Dredging Company, concrete pavement on Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties.

The project was completed by the contractor on August 10, 1933 and was accepted by the State Highway Commission on October 4, 1933.

Our office records show that no claims have been filed against this job.

Very truly yours

Secretary

AJ

SHELL OIL COMPANY

SHELL BUILDING
1218 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Oct. 20, 1933.

RECEIVED
OCT 24 1933

Secretary of State,
Salem, Oregon.

Dear Sir:

RE: Contract #1408, Oregon Bridge and Dredge Company.

Will you please advise us the percentage of work finished at the present time and the date on which you expect completion; also the total amount of liens, if any, now filed against the job. We would appreciate having you advise us immediately after date of acceptance by your department.

Yours very truly,

SHELL OIL COMPANY

FJH:NLZ

A. C. GUSKE
Division Credit Manager

Respectfully referred to State Highway Commission

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
OCT 23 1933
HAL E. HOSS

PP 73

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

October 17, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The voucher submitted on Oregon Emergency Federal Aid Project No. 73 in the amount of $8,955.70 is being recommended for payment as a pre-final voucher in the amount of $8,272.37.

As the portion of the Rock Creek Bridge which encroaches on the present timber bridge will not be constructed until the approach fills have been completed, surfaced and traffic diverted over the new bridge -- permitting removal of the old bridge, we cannot pass a final voucher for payment.

The voucher has, accordingly, been arbitrarily reduced $683.33, the net amount claimed by this voucher on Type IV Roadway. This is approximately the amount of work which yet remains to be done. The total payment on Type IV is now $2,160.26.

When the bridge has been completed and accepted by the Bureau a final voucher, including quantities of omitted guard-rail and sidewalk if desired, may be submitted. If it is to be completed by State forces, prior approval of the unit prices must be secured if you wish to claim Federal aid.

Very truly yours,

W. H. LYNCH
District Engineer.

350

pR73

October 16, 1951.

Mr. H. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of October 15th, we are enclosing herewith four copies of the extra work orders covering force account work on which Federal cooperation was requested in the final voucher for Project No. 73-A.

Very truly yours,

REX A. ELLIS,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

October 13, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The final voucher for Oregon Emergency Federal Aid Project No. 73-A, submitted in the amount of $8,955.70, claims $75.95 for the construction of an office building for the field engineering party and $311.13 for furnishing and installing copper water stops at expansion joints.

Kindly send us copies of the orders authorizing this work. The final voucher cannot be recommended for payment until they have been received.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
OCT 14 1931
OREGON

#127
Wash. C

PR 73

September 11, 1931

Commercial Casualty Insurance Company,
C. A. Mansfield, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1875 for the construction of a bridge over Rock Creek on the West Side Pacific Highway in Washington County has been completed by the contractor, E. F. Balgemann, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 21st, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is being served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract and which will include the final payment will be $12,334.90. Of this amount $91.60 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Agpr 9926

Oregon Emergency Federal Aid Project No. 73.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 6, 1922, by the State Highway Commission of Oregon, and on November 9, 1922, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 73, now designated as Oregon Emergency Federal Aid Project No. 73; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 3.662 miles of road paved with Portland Cement Concrete, and 11.858 miles of road paved with asphaltic concrete, in Washington and Yamhill Counties, for which the estimate of cost approved was $369,629.70, and $225,979.51 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $372,777.11, and voucher in the sum of $225,745.40 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimates approved therefor to provide for the reconstruction of certain portions thereof on better grades and alignment, comprising 1.948 miles of graded road and 0.704 of a mile of road surfaced with crushed rock; to provide for widening the roadway and constructing crushed rock shoulders on 6.519 miles; and to provide for the construction of two bridges of more than 20 ft. clear span 0.120 of a mile in length; thereby increasing the length of the project from 15.520 miles to 15.593 miles; at an estimated cost of $208,569.23; and by reason thereof the said State Highway Commission has requested that the estimate of cost previously approved for said project be increased from $372,777.11 to $581,346.34, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $225,748.40 to $323,530.01; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.) be provided to cover the State's share of the cost of construction, eligible thereto:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of three hundred twenty-three thousand, five hundred thirty and 01/100 dollars ($323,530.01) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (b) to read:

"(b) By the State, in addition to funds heretofore provided, $7,392.00, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available for expenditure by the Highway Department under Chap.179, Laws of 1919, and Chap. 31, Laws of 1920."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

Between survey station 0400, a point in the N.E.¼ of Sec. 36, T.1 S.,R.1 W., W.M., and survey station 535+65 at the east end of the bridge across Hess Branch in Newberg (excepting therefrom the existing bridge at sta. 92+50 across Fanno Creek), terminal points, a distance of 15.593 miles, known locally as the West Side Highway, between Portland and McMinnville, Washington and Yamhill Counties, being Oregon Emergency Federal Aid Project No. 73, consisting of 15.473 miles of roadway and two bridges of more than 20 ft. clear span 0.120 of a mile in length."

Paragraph (d) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraphs (e), (f) and (g), to read, respectively:

"(e) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

"(f) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $491,895.74, Federal Aid $269,674.86; two bridges, approved estimate $89,447.60, Federal Aid $53,855.15."

"(g) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will undertake to place, upon the portions of the project which are graded only, or surfaced with crushed rock, such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of three hundred twenty-three thousand, five hundred thirty and 01/100 dollars ($323,530.01), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five hundred eighty-one thousand, three hundred forty-six and 34/100 dollars ($581,346.34), the approved total estimated cost of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 13th day of May, 1931, and the Secretary of Agriculture on the 17th day of June, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By H. B. Van Duzen
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By C. K. Bandon
Member, State Highway Commission

Attest: R. H. Lunsford
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 73.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 0+00, a point in the N.E.¼ of Sec.36, T.1 S., R.1 W., W.M., and survey station 535+65 at the east end of the bridge across Hess Branch in Newberg (excepting therefrom the existing bridge at sta. 92+50 across Panne Creek), locally known as the West Side Highway, between Portland and McMinnville, Washington and Yamhill Counties, and designated in the records of this Department as Project No. Emergency Federal Aid 73, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 561,346.34 in lieu of the previous actual payment of $225,746.40 as the total estimated cost of said project, and the sum of $ 323,530.01 as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share % of said total estimated cost.

Done at the city of Washington, this 17th day of June one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap

Acting *Secretary of Agriculture.*

Ans

8—4650

#1267

PP79

May 16, 1931

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1307 for the construction of the MultnomahCounty Line-Middleton Section of the West Side Highway in Washington County, has been completed by the contractor, J. A. Lyons, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 26th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract and which will include the final payment will be $120,586.29. Of this amount $2,363.53 was for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Circuit #45A

RR 73

May 18, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed three signed copies of modified agreement covering the Multnomah County Line-Middleton Section, Emergency Project No. 73.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Freberg,
Office Engineer.

Dict. by J. H. Nash/cr.

encl.

RECEIVED

Stencil #46A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

In reply please refer to File No. Ore.E.F.A.P. 73-Reop.

New Post Office Bldg.,
Portland, Oregon

May 7, 1931

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
L.J. Caufield
Highway Engineer.

Encls.

Mmst Co line - Middleton
Amsterdam Bridge
Rock Creek Bridge

RECEIVED
MAY 8 1931
OREGON
STATE HIGHWAY COMMISSION

5-8-31

WDC:EF

W. D. Clarke
Division Engineer

FORM S-P-1 P-30725 500 3-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

PR*73

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. D. CLARKE, DIVISION ENGINEER
SALEM

pr 73

May 6, 1931

Mr. R. A. Klein
O f f i c e

File 54 PC

Dear Sir:

Referring to our conversation regarding an adjustment with J. A. Lyons on his contract for grading of the Multnomah County Line-Middleton Section:-

This contract was awarded on the basis of unclassified excavation, but with the project divided into two sections for classification reasons: Excavation north of Station 14, in which section a material percentage of solid rock and/or large boulder excavation was anticipated and was actually encountered; and excavation south of Station 14, in which no material was anticipated to be encountered other than common excavation.

In the large cut, commonly called the cemetery cut, at the top of the hill just south of Tigardville where our anticipations as to the classification of material were guided by excavations along the old road and the general character of the country, a ledge of solid rock was encountered which included a material proportion of the entire cut, there being approximately 13,450 cubic yards of rock out of a total of 38,726.6 cubic yards in the cut. Having had no information to lead to an anticipation of encountering such rock and therefore, of course, having given no indication of it in our information to bidders, and the contractor having quite evidently made no allowance for rock in this cut in his unclassified bid for excavation in this section, it has seemed to me only just and proper that an adjustment should be made with him on this particular cut.

The contractor's bid price for excavation south of Station 14 was 30¢ per cubic yard and for excavation north of Station 14, where rock was anticipated, was 50¢ per cubic yard; and I would recommend that the adjustment be made by including the cemetery cut in the same price class with excavation north of Station 14. This would mean payment to the contractor for the 38,726.6 cubic yards in the cemetery cut at 50¢ per cubic yard, or a total of $19,363.30 instead of at 30¢ per cubic yard, amounting to $11,617.98, or an additional allowance of $7,745.32. An agreement has been reached with the contractor subject to your approval of such a settlement.

Approved
Roy A Klein
5-6-31

Very truly yours
W. D. Clarke
W. D. Clarke
Division Engineer

WDC:EF

Sub

Jun allowance of Supra This adjustment as to Legality
5-11-31
Park

PR 73

April 21, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as [illegible] for modified agreement, covering the Multnomah County Line-[illegible] ten Unit of Project No. 73. This is a revised estimate which has been prepared in accordance with your requirements of computing the deficiency factor for each of the two types of roadway constructed under the original project.

Very truly yours,

ROY A. KLEE,
State Highway Engineer,

By _____

S. H. Prebert,
Office Engineer.

Dicta. by J. E. Esch/ers.
encls.

Oregon State Highway Department — Emergency Project No. 78 (Rep.)

MULTNOMAH COUNTY LINE-[illegible] SECTION

OF THE WEST SIDE HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for notified agreement. Based on low bid prices.)

Salem, Oregon, April 20, 1933.

Completed Work as Shown by Final Vouchers

Final Cost on Completed Roadway

	Bit. Pavement	Concrete Pavement	Total
Agreement Estimate	$287,150.00	$90,971.00	$378,121.00
Overruns	11,430.01	1,450.91	12,880.92
	$248,581.01 (70.135%)	$92,420.91 (29.865%)	$391,001.92 (100%)
Engineering (claimed)	$ 5,165.83	$ 5,683.45	$ 10,849.78
(" ")	5,209.98	4,671.25	9,881.23
Total Cost on which Federal Aid was Granted	$258,956.45	$110,236.33	$369,251.62
Engr. (Not Claimed)	930.87	740.18	1,670.45
Cont. (" ")	1,834.38	- -	1,834.38
Total Actual Cost	$261,720.70	$111,036.41	$372,757.11
Total Fed. Aid Paid	$138,384.13 (70.135%)	$ 87,424.87 (29.865%)	$225,748.40 (100%)

Length of Concrete Pavement		5.662 Miles	
" " Asphalt Pavement		11.858 "	
" " Fanno Cr. Trestle	70 feet		
" " Tualatin Bridge	311 "		
" " Bough Cr. Bridge	600 "		
" " Ondap Cr. Bridge	100 "		
Total	1,081 feet	.205 Miles	
Total length of Project, Excluding Bridge		18.920 Miles	
Cost per mile, Concrete Pavement			$20,818.51
" " " Asphalt Pavement			$18,072.76
Fed. Aid Paid Per Mile, Concrete Pavement			$10,411.87
" " " " " Asphalt Pavement			$13,551.07

NEW YORK, ROADWAY

Type I, Rolled Section, Existing Concrete Pavement
(Sta. 0+00 to 13+00) (160+00 to 176+88.9-176+88.9)

All Required	Clearing & Grubbing	$	$ 80.01
18,000 cu. yds.	Excav. No. of Sta. 14.	$.50	9,000.00
20,070 cu. yds.	" South of Sta. 14.	.30	6,021.00
2,000 yd. sta.	Overhaul	.05	50.00
5,400 yd. mi.	Truck Haul	.15	810.00
100 lin. ft.	18" Conc. Pipe	1.00	100.00
8 cu. yds.	Class "C" Concrete	20.00	40.00
	Sub-total		$16,000.01
	10% Engr. & Cont.		1,600.00
	TOTAL-(Type I)		$17,600.01

Original Length of Unit .465 Miles
Revised " " " .460 "
Cost Per Mile, New York $39,097.39

Adjusted Fed. Aid paid Per mi. $18,411.87 x .460/.465 = $18,221.98

Deficiency, — 18,960.45 - 18,221.98 / 18,960.45 = .038958

Federal Aid Allowable per mile , New York, $18,960.00 x .038958 = $1,234.52

" " Requested, New York, .460 miles at $1,234.52 = $567.88

Type II, Shoulder Widening of Concrete Pavement
(Sta. 13+00 to 25+00) (176+88.9 to 181+00)

All Required	Clearing & Grubbing		$ 24.52
100 cu. yds.	Excav. South of Sta. 14	$.20	20.00
2,000 yd. sta.	Overhaul	.05	50.00
1,200 yd. mi.	Truck Haul	.15	180.00
60 lin. ft.	18" Concrete Pipe	1.00	60.00
270 cu. yds.	Sub-base Course Brok.Stone	2.50	675.00
200 cu. yds.	Base Course Broken Stone	2.50	500.00
50 cu. yds.	Top " " "	2.50	125.00
60 cu. yds.	Filler	.30	18.00
70 cu. yds.	Filler Haul	.15	10.50
	Sub-total		$1,760.42
	10% Engr. & Cont.		176.04
	TOTAL (Type II)		$1,936.46

Original Length of Unit .425 Miles
Revised " " " .430 "

Cost per mile, new work $4,000.00

Adjust Fed. Aid pmt per mi. $18,411.67 x .425/.430 = $18,540.38

Deficiency, 18,540.38 - 18,411.67 / 18,540.38 = .006931

Federal Aid allowable per mi., new work, $18,000. x .006931 = $1,000.79
" " requested, .430 miles at $1,000.79 = $4304.97

Type III, Crystal Factory, Rejecting Asphalt Pavement
(Sta. 113+00 to 136+84.4 - 137+00) (138+00 to 166+00) (182+04.0 to 226+00)

All Required	Clearing & Grubbing	Ø	$ 151.00
67,000 cu. yds.	Excavation Earth Sta. 14	.30	20,100.00
8,400 yd. sta.	Overhaul	.08	672.00
17,000 yd. mi.	Trunk Haul	.15	2,550.00
200 lin. ft.	18" Concrete Pipe	1.00	200.00
9 cu. yds.	Class "C" Concrete	20.00	180.00
	Sub-total		$23,753.00
	10% Engr. & Cont.		2,375.30
	TOTAL (Type III)		$26,128.30

Original Length of Unit, Gross 1.535 Miles
Bank Cr. Bridge .114 "
Orig. Length, Net 1.409 "

Revised Length of Unit, Gross 1.511 "
Bank Cr. Br. (revised) .075 "
Revised Length, Net 1.436 "

Cost per mile, new work $17,500.00

Adjusted Fed. Aid pd. per mi., $18,251.67 x 1.409/1.436 = $18,042.61

Deficiency, — 18,500.00 - 18,042.61 / 18,500.00 = .002703

Fed. Aid allowable per mi., new work $18,000. x .002703 = $4,730.00
" " requested 1.436 miles at $4,730.00 = $10,105.28

Type IV. Roadway Grading and Surfacing Bituminous Penetration Macadam Pavement
(Sta. 335+00 to 344+55.5 = 955+55.5) (439+00 to 439+00)
(441+00 to 490+00 = 4907+00.5)

All Required	Clearing & Grubbing	$	$ 60.01
16,000 cu. yds.	Excav. South of Sta. 14	.30	4,800.00
30,000 yd. sta.	Overhaul	.02	600.00
48,000 yd. mi.	Truck Haul	.15	7,200.00
60 lin. ft.	24" Short, Galv. Iron Pipe	2.50	150.00
300 lin. ft.	18" Concrete Pipe	1.80	540.00
5 cu. yds.	Class "C" Concrete	20.00	100.00
1,000 sq. yds.	Removal of Old Pavement	.30	300.00
3,200 cu. yds.	Sub-base Coarse Broken Stone	2.50	8,000.00
1,000 " "	Base Coarse Broken Stone	2.50	2,500.00
350 " "	Top " " "	2.80	980.00
840 " "	Filler	.20	168.00
840 " "	Filler Haul	.15	126.00
	Sub-total		$32,007.01
	25% Engr. & Cont.		8,001.75
	TOTAL (Type IV)		$35,181.80

Original Length of Unit, Gross
Length of Cedar Cr. Br. 100 feet
" " Tualatin Bridge 311 "
20 Tol... 411 feet 0.078 "
Original length of Unit, Net 0.821 "

Revised length of Unit, Gross 0.801 "
Length of Tualatin Bridge 315.33 (Revised) .098 "
Revised length, Net 0.703 "
Cost per Mile $50,004.69

Adjusted Fed. Aid yd. per mile $18,251.87 x .821/.703 = $15,256.77

Deficiency, 19,000.48 - 15,256.77 / 19,000.48 = .215,256

Fed. Aid allowable per mile, new work, $18,000 x .215,256 = $4018.87

Requested, new work, .703 miles at $4,018.87 = $2,824.84

Type V. Shoulder Widening of Asphalt Pavement
(Sta. 95+00 to 115+00) (137+00 to 152+00) (161+00 to 229+00)
(235+28.5 to 261+84.9 = 2627+06.4) (280+00 to 429+00) (432+00
to 435+00) (490+00 = 493+28.2 to 492+00)

All Required	Clearing & Grubbing	$	$ 971.26
14,000 cu. yds.	Excavation South of Sta. 14	.30	4,200.00
7,500 yd. sta.	Overhaul	.02	150.00

48,000	yd. mi.	Trunk Haul	$ .10	$4,800.00
80	lin. ft.	12" Corr. Galv. Iron Pipe	1.50	120.00
80	" "	15" " " " "	2.00	160.00
40	" "	24" " " " "	5.00	200.00
1,000	" "	12" Concrete Pipe	1.00	1,000.00
80	" "	42" " "	6.00	480.00
0	cu. yds.	Class "C" Concrete	20.00	100.00
5,200	" "	Sub-base Coarse Broken Stone	2.50	13,000.00
4,400	" "	Base " " "	2.50	11,000.00
1,400	" "	Top " " "	3.00	3,600.00
1,070	" "	Filler	.80	856.00
2,000	yd. mis.	Filler Haul	.10	200.00
		Sub-total		$48,896.00
		10% Engr. & Cont.		4,896.00
		TOTAL (Type V)		$57,952.00

Orig. Length of Unit, Gross 6.108 miles
Length of Yuma Creek Bridge 70 Ft. .018 "
Orig. Length of Unit, Net 6.090 "

Revised Length of Unit, Gross 6.108 miles
Length of Yuma Cr. Br. 70 ft. .018 "
Revised Length of Unit, Net 6.090 "

Cost per mile, new work $7,978.98

Adjusted Fd. Aid. yd. per mile, 13,231.67 x $\frac{6.090}{6.090}$ = $13,231.67

Deficiency, $\frac{19,000.43 - 13,231.67}{19,000.43}$ = .327,919

Federal Aid allowable per mile, new work, $18,000. x .327,919 = $6,121.91
Total Fed. Aid allowable, new work, 6.090 x 6,121.91 = $37,276.80

Federal Aid requested at 62.25% $23,047.11

Tualatin River Bridge

1,250	cu. yds.	Excavation	$2.50	$3,875.00
100	" "	" below plans	3.00	300.00
6,000	lin. ft.	Piling	.34	2,040.00
100	cu. yds.	Seal Concrete	10.00	1,000.00
300	" "	Class "B" Concrete	10.00	3,000.00
700	" "	Class "A" Concrete	22.00	17,160.00
500	" "	Class "D" Concrete	20.00	10,000.00
256,000	lbs.	Metal Reinforcement	.045	11,472.00
215,000	lbs.	Structural Steel	.061	13,115.00
1,068	lin.ft.	Reinf. Concrete Handrail	4.50	4,872.00
All Required		Remove old Bridge and Maint. Traffic		400.00

	Sub-total	$37,376.00
	10% Engr. & Cont.	3,737.60
	TOTAL	$74,605.60

ROCK CREEK BRIDGE

850 cu. yds.	Excavation	$2.50	$1,812.50
50 " "	" below plans	5.00	110.00
2,000 lin. ft.	Foundation Piling	.60	1,200.00
800 cu. yds.	Class "A" Concrete	12.00	4,800.00
120 " "	" "B" "	16.00	2,160.00
70,000 lbs.	Metal Reinforcement	.060	2,400.00
250 lin. ft.	Concrete Handrail	5.00	750.00
	Sub-total		$13,440.00
	10% Engr. & Cont.		1,344.00
	TOTAL		$14,784.00

Length, Tualatin River Bridge 512.55 feet .098 miles
" Rock Creek Bridge 130.0 feet .025 miles

Estimated percentage of work to be completed on Sept. 1, 1931 100%

REMARK

Item	Total Cost	Federal Aid	Emergency Advance Funds	State Funds	Length
PROPOSED ROADWAY					
Type I. Roadway					
New Work	$17,946.51	$ 946.56 (5.31%)	--	$17,570.95	.4600
Old Work,	14,980.84	2,830.55	--	2,510.02	.4626
	$31,926.95	$3,115.91		$22,881.04	
Type II. Roadway					
New Work	1,828.68	826.97 (27.72%)	--	1,909.49	.4808
Old Work	13,148.42	7,294.72	--	5,163.83	.4237
	$15,084.88	$8,321.76		$ 6,563.12	
Type III. Roadway					
New Work	26,184.69	10,108.82 (38.66%)	--	16,051.17	1.4887
Old Work	31,115.44	18,830.68	--	12,284.76	1.4096
	$57,250.13	$28,924.50		$28,325.93	
Type IV. Roadway					
New Work	25,121.58	2,824.84 (11.24%)	--	22,296.75	.7058
Old Work	18,140.17	10,972.50	--	7,167.67	.8218
	$43,261.75	$13,797.34		$29,464.42	
Type V. Roadway					
New Work	47,982.58	29,847.11 (62.18%)	--	18,115.47	6.0892
Old Work	154,441.42	81,318.04	--	73,123.38	6.0905
	$182,424.00	$111,165.15		$71,237.85	
Total for Recommend Roadway					
New Work	$119,121.83	$ 43,807.80	--	$75,215.83	9.1719
Old Work	210,876.27	127,617.58	--	83,258.71	9.2184
All Work	$329,997.90	$171,525.38		$158,472.54	

REMARK

Item	Total Cost	Federal Aid	Emergency Advance Funds	State Funds	Length
NON-REPORTED ROADWAY					
Concrete Pavement	$ 33,847.58	$20,918.63	--	$12,928.42	2.7687
Asphalt Pavement	78,055.42	47,211.81	--	30,843.58	3.5330
	$161,900.84	$98,130.84		$63,770.00	6.3017
Total Expenditures on Roadway					
Conc. Pavements					
(New Work)	17,292.77	1,152.33	--	16,770.44	5.3558
(Old Work)	111,028.41	67,424.27	--	43,602.14	5.0622
Totals (Conc.Pave.)	$128,929.18	$68,556.60		$60,372.58	
Asphalt Pavements					
(New Work)	90,218.24	42,775.47	--	56,443.38	11.8177
(Old Work)	251,720.70	158,224.13	--	103,496.57	11.0579
Totals (Asph.Pave.)	$340,939.56	$201,000.60		$159,939.96	
Totals, All Work (Roadway)	$491,868.74	$269,556.20	--	$222,248.54	16.4736
BRIDGE					
New Work					
Tualatin River Br.	$ 74,663.60	$ 46,465.15	($2,235) --	$ 28,200.45	.0972
Rock Cr. Br.	14,784.00	7,392.00	(50%) $7,392.00	--	.0217
Old Work					
Fanno Cr. Br.	----	--	----	--	.0151
Totals, All Work	$582,346.34	$323,511.35	$7,392.00	$250,442.99	16.606

NON-PARTICIPATING ITEMS

(Rock shoulders of present roadway which will be abandoned upon completion of revisions.)

800 cu. yds.	Sub-base Course Broken Stone		$2.50	$2,000.00
800 " "	Base " " "		2.50	1,800.00
200 " "	Top " " "		2.50	500.00
250 " "	Filler		.30	69.00
270 " "	Filler Haul		.18	48.60

State funds for Constr: Chap. 178, Laws 1917; Chap. 31, Laws 1920
" " " Maint: Chaper 41, Laws 1927

[illegible]

MULTNOMAH COUNTY LAND-ACQUISITION SECTION

COMPUTATIONS OF LENGTH BASED ON REVISED ALIGNMENT

PROJECT NO. 58

Type I. Shoulder Widening Replacing Concrete Pavement

Sta. 0+00 to Sta. 15+00	1500.0 feet	
Sta. 166+00 to Sta. 175+28.8=176+28.8	928.8 "	
	2428.8 feet	.46001 miles

Type II. Shoulder Widening of Concrete Pavement

15+00 to 33+00	1810.0 feet	
176+28.8 to 181+00	461.2 "	
	2271.2 feet	.43030 miles

Type III. Grade Widen, Replacing Asphalt Pavement

118+00 to 128+64.4=129+00	1064.4 feet	
138+00 to 156+00	800.0 "	
202+04.0 to 220+00	1796.0 "	
Gross Length	7260.4 feet	1.51145 miles
Rock Cr. Bridge 120.0 feet (New Bridge)	120.0 "	.02272 "
Net Length	7060.4 feet	1.48871 miles

Type IV. Grading and Surfacing, Replacing Asphalt Pavement

333+00 to 353+38.2=356+42.5	1236.2 feet	
426+00 to 430+00	200.0 "	
468+00 to 471+66.1=471+46.8	346.1 "	
471+46.8 to 490+00=492+95.2	1851.2 "	
Gross Length	4230.5 feet	.80164 miles
Tualatin Bridge 618.32 (New Bridge)	618.32 feet	.09772 "
Net Length	3716.17 feet	.70392 miles

Type V. Shoulder Widening of Asphalt Pavement

55+00 to 82+96.2= 88+64.5	3396.3 feet	
88+64.5 to 94+88.8= 98+18.0	634.3 "	
98+18.0 to 118+00	2382.0 "	
137+00 to 158+00	2100.0 "	

121+00 to 221+52.5+226+79.4	4999.8 feet	
224+79.4 to 232+00	1020.6 "	
232+12.5 to 281+52.5+282+24.0	5034.4 "	
282+00 to 416+75.5+416+82.9	7975.5 "	
414+82.9 to 422+00	1116.1 "	
422+00 to 460+00	6000.0 "	
460+00+462+15.5 to 462+00	206.5 "	
Gross Length	32,322.2 feet	6.12200 miles
Frame Bridge 70 feet	70.0 "	.01326 "
Net Length	32,152.2 feet	6.09094 miles
Total Gross Length	48,121.9 feet	9.00229 miles
Length of 3 Bridges	970.00 feet	.18371 miles
Total Net Length (Resp. Portion)	48,456.97 feet	9.17207 miles

MULTNOMAH COUNTY LINE-WILSONVILLE SECTION

Computations of lengths of original roadway which are replaced by the different types of construction on reconstruction project

Length of original roadway reconstructed as Type 1 (Graded roadway replacing concrete pavement)

0+00 to 14+61.8 = 14+61.5	1461.8 ft.	
16+51.8 to 18+08.0	98.7 "	
188+03 to Sta. 175+35.1 (173+29.0 (revised line)	247.1 "	
Net length	2443.7 ft.	.46282 miles

Length of original roadway reconstructed as Type 11 (Shoulder widening of concrete pavement)

15+00 to 25+20.9 = 24+61.8	1023.9 ft.	
24+61.8 to Sta. 22+66.8	806.2 "	
175+35.1 to 179+41.9 = 179+17.8	676.8 "	
179+17.8 to 181+00	182.4 "	
Net length	2289.1 ft.	.43375 miles

Length of original roadway reconstructed as Type 111 (Graded Roadway Replacing Asphalt Pavement)

118+00 to 137+00	1900.0 ft.	
138+00 to 138+04.8 = 138+75.0	84.8 "	
138+86.8 to 146+00	706.0 "	
281+58.9 to 335+00	5348.1 "	
Gross length	8042.9 ft.	1.52327 miles
Rock Creek Bridge	600.8 "	.11368 miles
Net length	7442.9 ft.	1.40964 miles

Length of original roadway reconstructed as Type IV (Graded and Surfaced, replacing asphalt pavement)

215+00 to 245+89.6 = 245+57.0	1068.6 ft.	
245+67.0 to 255+42.5	975.5 "	
420+00 to 422+00	200.0 "	
422+00 to 492+05.2	7505.2 "	
Gross length	4750.8 ft.	.89967 miles
Cedar Creek Bridge 100.0 ft. Tualatin Bridge 311.0 "	411.0 "	.07784 "
	4339.8 ft.	.82183 miles

Length of original roadway, reconstructed as Type V (Shoulder Widening of Asphalt Pavement)

93+00 to 95+90.6 - 95+21.8	6250.6	feet
95+21.8 to 113+00	1948.7	"
127+00 to 128+00	2100.0	"
151+00 to 209+18.5 - 209+01.5	5818.5	"
209+01.5 to 225+00	1598.7	"
225+42.5 to 231+56.9	2614.4	"
235+00 to 235+64.5 - 235+66.1	64.5	"
235+66.1 to 422+00	9033.9	"
422+00 to 462+00	4000.0	"
493+55.2 to 499+00	554.8	"
	32,227.9 feet	6.10276 miles
Burns Creek Bridge	70.0 "	.01326 "
	34,139.9 "	6.46651 "
Total Orig. Length (Reopened Portion)	49,764.9 "	9.42737 "
Length of 4 Bridges	1,178.2 "	.22321 "
Total Length (Incl. Bridges)	48,978.9 feet	9.21854 "

MIDDLETON-EATONTOWN

PROJECT NO. 78

Non-Interest Portion

Concrete Pavement

501+00	to 528+00	2700.0	feet
544+00	to 553+09.2 - 552+98.7	908.5	"
552+98.7	to 560+64.8 - 560+56.7	680.9	"
560+56.7	to 588+00	2340.3	"
592+00	to 674+98.3 - 674+98.3	2298.3	"
674+98.3	to 681+35.8 - 681+35.4	1868.5	"
681+35.4	to 710+00 - 724+72.8	2724.5	"
724+72.8	to 730+00	727.5	"
	Net Length	14,668.1 feet	2.78078 miles

Asphalt Pavement

488+00	to 501+00	1308.0	feet
528+00	to 544+00	1600.0	"
588+00	to 606+30.1 - 626+21.5	3820.1	"
626+21.5	to 652+00	2578.5	"
752+00	to 770+44.6 - 770+80	4668.0	"
770+80	to 788+00	1815.0	"
	Net Length	18,670.5 feet	3.53608 miles

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

September 8, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the revised estimate for Oregon Federal Aid Project 73, dated July 29, 1930.

It has been called to our attention that, since the re-opened portion will include four roadway types, (Portland cement, concrete, asphaltic concrete, crushed rock, and graded road) it will be necessary to show a separate estimate of cost and computation of Federal aid for each of these types.

As approximately five miles of the new work involve only widening and crushed rock shoulders, and the Federal aid on these portions may be based upon percentage, rather than the mileage limitation, such a segregation may operate to reduce the Federal aid on this reopening. It might be to your advantage, therefore, to retain the original segregation between Portland cement concrete and asphaltic concrete, compute the Federal aid allowable on each with appropriate adjustments for respective changes in length, and apply the balance available to the reconstruction of the sections opposite each of the existing types.

It is therefore suggested that the new roadway work be segregated between "Reconstruction of Portland cement concrete Portion" and "Reconstruction of Asphaltic Concrete Portion." The former would involve two types: Portland cement concrete, with crushed rock shoulders, and graded only; the latter three types, asphaltic concrete with crushed rock shoulders, graded only, and graded with crushed rock surfacing. Thus there would be five separate estimates and computations of Federal Aid. You will note that using the two deficiencies results in only one additional division, as four divisions are in any event required on account of the four different roadway types. It appears that little Federal aid remains available on the Portland cement concrete portion, but that the asphaltic concrete portions which comprise most of the reopening, show a deficiency materially larger than the average for the project.

To summarize briefly the action desired: the segregation as to types of roadway work mentioned in the third paragraph is required. We believe that it will be acceptable to base the deficiency either on the average as now shown or to use the two deficiencies as we have outlined. The latter is suggested, as it would apparently be advantageous to the State.

It is regretted that the necessity for this alteration was not discovered prior to your preparation of the revisedproject agreement estimate.

Yours very truly,

W. H. Lynch
District Engineer

September 8, 1930

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State Highway Engineer,
Salem, Oregon.

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Yours very truly,

W. H. Lynch
District Engineer

#120

PR 73

April 2, 1931

Mr. C. O. Paulsson
Pittock Block
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 1st in which you advise that the claim of A. Mather, Inc., against J. A. Lyons in connection with his contract #1207, Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County had been settled in full. We thank you for this information.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcP:N

cc: J. A. Lyons
1001 Halsey Street
Portland, Oregon

#12

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

April 1st, 1931.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:-

This will refer to my letters to you under date of March 6th and 13th respectively.

I wish to advise that my client, A. Mather, Inc., has been paid in full for materials furnished by him to a subcontractor under prime contractor, J. A. Lyons, who was awarded ~~the~~ a contract July 8th, 1930, and known as contract No. 1207, Project No. 1294.

I am so advising you so that your records may show that the item has been duly cared for in full.

Very truly yours,

COF:N
CC J. A. Lyons
1001 Halsey St.,
Portland, Oregon.

PR 73

March 16, 1931

Mr. C. O. Fenlason
Attorney at Law
Pittock Block
Portland, Oregon

Dear Sir:

Replying to yours of the 13th instant concerning the contract awarded to J. A. Lyons for the grading and surfacing of the Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County, wish to say that this contract was completed and accepted by the State Highway Commission on December 23, 1930. Final payment for this work has not yet been made and at the present writing we do not know just when this payment will be made.

The field notes are being checked by our checking engineer in this office. This is quite a little job and may take two or three weeks. If I were to estimate the date that the final warrant was to be mailed to Mr. Lyons I would say in about six weeks.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

MBS:W

#120
Wash. Co.

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

March 13, 1931.

State Highway Commission,
Oregon.

men:-

represent a client who has not been paid for
als furnished to a sub-contractor in reference
tract No. 1207, Project No. 1294, the contractor
J. A. Lyons, awarded July 8, 1930, covering 9.3
of grading and surfacing of the West Side Pacific
Highway in Washington County.

I have been informed by Mr. Lyons that the final award of payment to the contractor has not been made.

Will you kindly advise me whether or not final payment of award has been made and if so when, and if not, when it may be expected, and if the work has been completed, and the date of its acceptance.

Thanking you for this information, I am

Yours very truly,

COF:H

Completed & ac. 23, 1930
Returned #3,372,86
Final now being checked as not for along to tell amount of final or when payment can be made.

ANSWERED
H. B. G:

#120
Wash. Co.

PHONE BROADWAY 0678

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

March 13, 1931.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

I represent a client who has not been paid for materials furnished to a sub-contractor in reference to Contract No. 1207, Project No. 1294, the contractor being J. A. Lyons, awarded July 8, 1930, covering 9.3 miles of grading and surfacing of the West Side Pacific Highway in Washington County.

I have been informed by Mr. Lyons that the final award of payment to the contractor has not been made.

Will you kindly advise me whether or not final payment of award has been made and if so when, and if not, when it may be expected, and if the work has been completed, and the date of its acceptance.

Thanking you for this information, I am

Yours very truly,

C. O. Fenlason

COF:H

Completed Dec. 23, 1930
Returned #3,372,86
Final now being checked are not for along to tell amount
of final or when payment can be made.

ANSWERED
H. B. G:

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. ———

POST OFFICE BUILDING
PORTLAND, OREG.

161 — 188

March 24, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We find that the estimate as basis of modified agreement on Oregon Emergency Federal Aid Project No. 73 cannot be used for that purpose, until additional data is submitted.

On projects involving different types of improvement, the estimate must be divided to show separately the cost of each type and that the Federal Aid allowable be determined separately for each type. Such segregation must be maintained through any subsequent improvement, with the possible exception that a subsequent improvement resulting in the same type throughout the length of the project may be given special consideration.

It is requested that a revised estimate be furnished incorporating the following corrections:

1. Under completed work show separately the cost per mile and Federal Aid paid per mile on the asphalt concrete and portland cement concrete sections.

2. Under the "New Work" each type which occurs on both of the original divisions should be divided to show the additional improvement contemplated on each of the original types. The stationing of each type should be shown at the top of the group or division thereof.

3. The cost per mile of the "New Work" should be computed separately on each original type on which it occurs.

4. The deficiency allowance should be computed separately for each original type, and the additional Federal Aid allowable per mile determined on the same basis.

5. The summary statement should be further segregated to show the old work by the original divisions and the new work by both the original and present divisions.

Preparation of the modified agreement will have to be deferred pending receipt of the revised estimate.

Very truly yours,

W. H. LYNCH
District Engineer

PF 73

March 11, 1931.

Mr. H. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement covering the Multnomah County Line-Middleton Section, Project No. 73 reopened. In the computations for the original cost of bituminous pavement and concrete pavement we have been unable to exactly check the figures submitted by you and have accordingly shown on this estimate the revised costs based on our computations. With reference to the length of the concrete pavement originally placed of which you stated in your letter you were rather uncertain, from page 1 of the special provisions of the contract covering the construction of this pavement the sections were between the following stations:

Sta.	0+00	to Sta.	88
"	166	to "	181
"	502	to "	525
"	546	to "	593
"	652	to "	732

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Emergency Project No. 7S (Resp.)

MULTNOMAH COUNTY LINE-WEMBERG SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)
Salem, Oregon, March 11, 1951.

FINAL COST OF COMPLETED ROADWAY:

Completed Work as Shown by Final Vouchers

	Bit. Pavement		Conc. Pavement		Total	
Agreement Estimate	$237,152.00		$ 98,875.00		$336,027.00	
Over-runs	11,489.38		1,105.81		12,544.91	
	$248,541.38		$ 99,980.81		$348,571.91	
Engineering (Claimed)	$ 5,135.22		$ 5,682.45		$ 10,846.73	
Contingencies (")	5,308.09		4,321.95		9,631.95	
Total Cost on which L. A. was Computed	$258,985.45	(70.135%)	$110,286.23	(29.865%)	$369,251.68	(100%)
Engineering (Not Claimed)	$ 960.27		$ 760.18		$ 1,720.45	
Contingencies (Not ")	1,834.98		- -		1,834.98	
Total Actual Cost	$261,780.70		$111,024.41		$372,777.11	
Total Fed. Aid Paid	$158,324.13	(70.135%)	$ 67,424.27	(29.865%)	$225,748.40	(100%)

Cost per mile $24,019.14
Fed. Aid Paid per Mile $14,545.64

Length of Project, including structures:

Cement Concrete Pavement	3.662 Miles	
Asphaltic " "	12.063 "	
Total		15.725 Miles
Length, Fanno Cr. Trestle	70 feet	
" Tualatin River Br.	811 feet	
" Rock Creek Br.	600 "	
" Cedar Cr. Br.	100 "	
Total Length Bridges	1,081 feet	0.206 Miles
Total Length of Project, excluding Bridges		15.520 Miles

NEW WORK, ROADWAY

Type 1 (Graded Roadway)

All Required	Clearing and Grubbing		$ 211.52
18,000 cu. yds.	Excavation North of Sta. 14	$0.50	9,000.00
88,400 " "	" South " " "	0.30	26,520.00
11,000 yd. sta.	Overhaul	0.02	220.00
23,000 yd. mis.	Trunk Haul	0.15	3,450.00
510 lin. ft.	12" Concrete Pipe	1.00	510.00
9 cu. yds.	Class "C" Concrete	20.00	180.00
	Sub-total		$40,091.52
	10% Engr. & Cont.		4,009.16
	Total		$44,100.68

Length of Unit (Gross) 1.971 miles
Length of Rock Creek Bridge, 180 feet (New Bridge) .035 "
Length of Unit (Net) 1.936 "
Cost per Mile, $22,650.11

Type II (Gravel and Surface Treated)

All Required		Clearing and Grubbing	$	$ 80.00
16,000 cu. yds.		Excavation South of Sta. 14	0.30	4,800.00
20,000 yds. Sta.		Overhaul	0.02	400.00
40,000 yds. mls.		Truck Haul	0.15	6,000.00
60 lin. ft.		24" Conc. Galv. Iron Pipe	2.50	150.00
200 lin. ft.		18" Concrete Pipe	1.00	200.00
8 cu. yds.		Class "C" Concrete	25.00	200.00
1,000 sq. yds.		Removal of Old Pavement	0.20	200.00
2,200 cu. yds.		Sub-base Course Broken Stone	2.50	5,500.00
1,000 cu. yds.		Base Course Broken Stone	2.00	2,000.00
350 cu. yds.		Top Course Broken Stone	2.50	875.00
500 cu. yds.		Filler	0.20	100.00
600 cu. yds.		Filler Haul	0.15	110.00
		Sub-total		$22,625.00
		10% Engr. & Cont.		2,262.50
		Total		$24,887.50

Length of Unit (Gross) .725 miles
Length of Tualatin River Bridge, 813.25 feet (New Bridge) .050 "
Length of Unit (Net) .675 "
Cost per Mile, $37,776.26

Type III (Concrete Pavement with Crushed Rock Shoulders)

All Required		Clearing and Grubbing	$	$ 36.25
200 cu. yds.		Excavation South of Sta. 14	$0.30	60.00
2,500 yd. Sta.		Overhaul	0.02	50.00
1,500 yd. mls.		Truck Haul	0.15	225.00
80 lin. ft		18" Concrete Pipe	1.00	80.00
270 cu. yds.		Sub-base Course Broken Stone	2.50	675.00
200 cu. yds.		Base Course Broken Stone	2.00	400.00
50 cu. yds.		Top Course Broken Stone	2.50	125.00
60 cu. yds.		Filler	0.20	12.00
90 cu. yds.		Filler Haul	0.15	13.50
		Sub-total		$1,700.45
		10% Engr. & Cont.		170.05
		Total		$1,870.48

Length of Unit (Net) 0.225 miles
Cost per mile, $8,276.72

Type IV (Asphaltic Concrete with Crushed Rock Shoulders)

All Required		Clearing and Grubbing		$ 871.25
14,000 cu. yds.		Excavation South of Sta. 14	$0.30	4,200.00

7,000	yd. stm.	Overhaul	$0.05	$ 150.00
40,000	yd. mi.	Truck Haul	0.15	7,000.00
30	lin. ft.	12" Conn. Galv. Iron Pipe	1.50	45.00
30	lin. ft.	15" Conn. Galv. Iron Pipe	2.00	60.00
40	lin. ft.	24" Conn. Galv. Iron Pipe	2.50	100.00
1,000	lin. ft.	12" Concrete Pipe	1.00	1,000.00
50	lin. ft.	48" Concrete Pipe	6.50	325.00
9	cu. yds.	Class "C" Concrete	20.00	180.00
5,000	cu. yds.	Sub-base Course Broken Stone	2.50	12,500.00
4,400	cu. yds.	Base Course Broken Stone	2.50	11,000.00
1,400	cu. yds.	Top Course Broken Stone	3.50	4,900.00
1,070	cu. yds.	Filler	0.50	535.00
2,000	cu. yds.	Filler Haul	0.15	300.00
		Sub-total		$48,000.00
		10% Engr. & Cont.		4,800.00
		Total		$47,800.00

Length of Unit (Gross) 8.207 miles
Length of Tonna Creek Bridge, 70 feet .014 "
Length of Unit (Net) 8.193 "
Cost per mile, $7,804.04

Original Length--Baltimore County Line-Middleton Section (Excluding Bridge) 8.518 miles
" " 4 Bridges 0.326 "
" " Baltimore County Line-Middleton Section (Including Bridge) 8.482 "

Revised Length--Baltimore County Line-Middleton Section (Excluding Bridge) 8.172 miles
" " 3 Bridges .158 "
" " Baltimore County Line-Middleton Section (Including Bridge) 8.306 "

Adjusted Federal Aid on Accepted Portion $\frac{8.172}{8.178}$ x $14,548.64 = $14,518.89

Deficiency, $\frac{12,000.00 - 14,518.89}{12,000.00}$ = .20658

Federal Aid Allowable per mile, New York, .20658 x $12,000.00 = $4,958.65

Total Federal Aid allowable on Type I Roadway, 1.968 miles at $4,958.65 = $9,810.28 (21.041%)
" " " " II " , 0.968 miles at $4,958.65 = $5,260.78 (13.089%)
" " " " III " , 62.32% of $1,956.48 = $1,216.05
" " " " IV " , 62.82% of $37,812.70 = $23,647.11

MIDDLE RIVER BRIDGE (CONTRACT PRICES)

1,250	cu. yds.	Excavation	$2.50	$ 3,075.00
150	cu. yds.	Excavation below plans	2.00	300.00
6,000	lin. ft.	Piling	0.34	2,040.00
100	cu. yds.	Seal Concrete	10.00	1,000.00

TUALATIN RIVER BRIDGE (CONTRACT PLANS)

340 cu. yds.	Class "B" Concrete	$16.00	$5,440.00
700 cu. yds.	Class "A" Concrete	25.00	17,500.00
560 cu. yds.	Class "P" Concrete	30.00	16,800.00
285,000 lbs.	Metal Reinforcement	0.045	12,470.00
415,000 lbs.	Structural Steel	0.051	21,165.00
1,025 lin. ft.	Reinf. Concrete Handrail	4.50	4,671.00
All Required	Remove old bridge and maint. traffic		600.00
		Sub-total	$97,876.00
		10% Engr. & Cont.	9,787.60
		Total	$74,663.60

ROCK CREEK BRIDGE

520 cu. yds.	Excavation	$2.00	$ 1,040.00
80 cu. yds.	Excavation below plans	2.00	110.00
2,300 lin. ft.	Foundation Piling	0.60	1,334.00
260 cu. yds.	Class "A" Concrete	18.00	4,680.00
150 cu. yds.	Class "P" Concrete	16.00	2,415.00
70,000 lbs.	Metal Reinforcement	0.060	2,450.00
256 lin. ft.	Concrete Handrail	3.00	720.00
		Sub-total	$13,409.00
		10% Engr. & Cont.	1,340.90
		Total	$14,749.90

Length Tualatin River Bridge, 513.33 feet .098 miles
" Rock Creek Bridge, 120.0 feet .023 "
Estimated per cent complete on Sept. 1, 1931 100%

SUMMARY

Item	Total Cost	Federal Aid	Secondary Advanced Funds	State Funds
Basement Portion				
Old Work (Hwy.)	$121,408.46	$124,081.74	$ - -	$ 97,326.72
Old Work (4 Bridges)	- -	- -	- -	- -
	$121,408.46	$124,081.74	$ - -	$ 97,326.72
New R				
Type I Roadway	$ 44,101.00	$ 9,810.25 (21.841+%)	$ - -	$ 34,490.68
Type II "	25,121.50	3,260.78 (13.029+%)	- -	21,960.84
Type III "	1,926.66	1,926.66 (62.32%)	- -	721.41
Type IV "	47,952.50	29,947.11 (62.32%)	- -	18,116.67
Totals (New Hwy.)	$119,121.66	$ 45,945.80	$ - -	$ 73,178.24

SUMMARY (CONTINUED)

Item	Total Cost	Federal Aid	Participating Amount	State Funds
Tualatin River Bridge	$ 94,000.00	$ 46,400.15	$ - -	$ 35,000.00
Rock Creek Bridge	14,734.00	4,485.00	4,121.00	5,117.00
	980,487.00	$ 50,885.15	25,121.00	$ 80,117.00
Totals (new work)	$1000,000.00	$ 94,841.44	$8,121.00	$105,000.00
Reconstruct Portion				
Roadway	$151,000.00	$ 51,000.00	$ - -	$ 50,750.00
Roadway (All Work)	$401,000.74	$200,401.00	$ - -	$200,297.00
Bridges (" ")	$ 50,447.00	$ 50,000.00	50,121.00	$ 50,000.00
Totals (" ")	$601,346.34	$250,000.04	$8,121.00	$250,000.10

NON-PARTICIPATING ITEMS

(Rock shoulders of present roadway which will be abandoned upon completion of revisions.)

000 cu. yds.	Sub-base Course	Irvington	Storm		$2.00	$2,000.00
000 cu. yds.	Base	"	"	"	2.00	1,000.00
000 cu. yds.	Top	"	"	"	2.00	000.00
000 cu. yds.	Fillmr				0.00	00.00
000 cu. yds.	Filler Sand				0.10	00.00

A1207
Work. Cr
PR 73

March 11, 1932

American Surety Co. of New York
W. A. King, Agent
Yeon Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received notice from C. C. Poulsson, Attorney at Law, Portland, Oregon, to the effect that A. Mather, Inc., an Oregon corporation, has a claim against J. L. Bagsnovich and George Abraham, subcontractors under J. A. Lyons, to whom the State Highway Commission awarded the contract for the regrading and resurfacing of the Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County.

This claim is for explosives, dynamite, fuses, etc, used on this work by the subcontractors. The amount of the claim is not stated. We give you this information as you appear as surety on the bond furnished by Mr. Lyons in this instance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

cc J. A. Lyons
1001 Halsey St.
Portland, Ore.

March 11, 1931

Mr. C. O. Fenlason
Attorney at Law
Pittock Block
Portland, Oregon

Dear Sir:

Reference is made to your letter of the 6th instant in which you enclose an affidavit of the claim of A. Mather, Inc., against J. L. Ragsnovich and George Abraham, subcontractors under J. A. Lyons, to whom the State Highway Commission awarded the contract for the grading and surfacing of the Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County, contract no. 1207.

Section 2991 of the Oregon Laws for 1920 states that notices of claims shall be filed with the Secretary of State prior to the expiration of a period of one year from the date of completion of the project, the bond being automatically released from operation after that date.

In response to your request we enclose in this letter a certified copy of the contract and bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S
Enc.

BROADWAY 0678

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

March 6, 1931.

State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed herewith kindly find affidavit by myself in favor of A. Mather, Inc., which is self-explanatory.

I understand the State let a contract to J. A. Lyons for the re-surfacing and some additional work in Washington County. My client furnished materials to a sub-contractor on this job and has not beenpaid.

I wish you would advise me with whom the notice of claim against the bond is filed. The Statute, I notice, mentions it should be filed with the proper State officials and I would like the benefit of your advice as to who the proper official would be in this particular instance. I would also be pleased to receive a certified copy of the contract and bond at your early convenience.

Yours very truly,
C. O. Fenlason.

COF:H
Encl.

ANSWERED
H. B. G.

A F F I D A V I T

STATE OF OREGON)
COUNTY OF MULTNOMAH) SS

I, C. O. Fenlason, being first duly sworn, depose and say that I am attorney for A. Mather, Inc., an Oregon corporation, which furnished materials consisting of explosives, dynamite, fuses and similar goods, wares and merchandise to J. L. Raganovich and George Abraham, sub-contractors of J. A. Lyons; that said J. A. Lyons had a contract with the State of Oregon for the doing of certain re-surfacing and grading work on the West Side Highway in Washington County, Oregon; that said materials were ordered and sold for and used in the performance of said contract; that payment has not been made for said materials but the purchase price therefor is still due, unpaid and owing.

Further affiant sayeth not save that this affidavit is made under and pursuant to Section 67-1101, Oregon Laws (1930) so as to secure certified copies of the contract and bond made and entered into by and between said prime contractor, J. A. Lyons, and its surety, whoever it might be, and the State of Oregon, relative to the aforementioned work which, as affiant is informed and believes, consisted, generally of the work hereinabove specified.

C. O. Fenlason

SUBSCRIBED AND SWORN TO before me this 6th day of March, A.D.1931.

Ruth Black Hannaford
NOTARY PUBLIC FOR OREGON.

COMMISSION EXPIRES: July 18,1932

PR 73
Reopened

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

February 20, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention: Mr. Nash

Dear Sir:

Reference is made to the estimate covering Oregon Federal Aid Project No. 73 Reopened.

When submitting revised estimate for this project, the final cost of completed roadway should be separated as between concrete and asphalt pavement. From a hurried check, we are using the following:

Asphalt	Total Cost	$264,577.72	Federal Aid		$159,895.27
Concrete	" "	108,199.39	" "		65,853.13
Totals		$372,777.11			$225,748.40

The mileage of the two types should also be shown but our records seem to be a little vague on this point.

Very truly yours,

W. H. LYNCH
District Engineer

FEB 23 1931

1473

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

February 19, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Federal Aid Project No. 73 Reopened, bids on which were opened today.

This is confirm our prior verbal concurrence today in the award of the contract to E. F. Balgeman, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

FEB 23 1931

PR-73

Feb. 17, 1931

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Rock Creek Bridge on the Multnomah County Line-Newberg Section, Project No. 75. This work is being done as an emergency project.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

Oregon State Highway Department — Emergency Project No. 75 (Roop.)

MULTNOMAH-CLARK COUNTY LINE-TROUTDALE SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate with plans. Not as basis for revised agreement.)

Salem, Oregon, February 17, 1931.

FINAL SUBSTITUTE AS SHOWN BY FINAL VOUCHER

Final Cost on completed roadway	$548,571.63
Engineering and Contingencies	24,205.80
Total Actual Cost	$572,777.11
Total Cost on which Federal Aid was computed	$500,251.68
Federal Aid paid on Roadway (F. Y. 1925)	$225,748.40
Length of Roadway, excluding structures	15.520 miles
1 @ Fanno Creek Trestle 70 feet	
1 " Tualatin River Br. 811 "	
1 " Rock Creek Bridge 600 "	
1 " Cedar Creek Bridge 100 "	
" " Bridges 1081 feet	0.205 miles
Total Length of project (including bridges)	15.725 miles
Cost per mile	$34,819.14
Federal Aid paid per mile	$14,545.94

NEW WORK, ROADWAY

Item 1 (Grading Roadway)

All Required	Clearing and Grubbing		$ 211.62
18,000 cu. yds.	Excavation North of Sta. 14	0.50	9,000.00
88,400 cu. yds.	Excavation South of Sta. 14	0.30	26,520.00
11,000 yd. sta.	Overhaul	0.02	220.00
23,000 yd. sta.	Truck Haul	0.15	3,450.00
510 lin. ft.	12" Concrete Pipe	1.00	510.00
9 cu. yds.	Class "C" Concrete	20.00	180.00
	Sub-total		$ 40,091.62
	10% Engr. & Cont.		4,009.16
	Total		$ 44,101.00

(4)

Length of Unit (gross) 1.971 miles
Length of Rock Creek Bridge 120 feet (new bridge) .023 miles
Length of Unit (net) 1.948 "
Cost per mile, $22,638.11

Type II (Graded and Surfaced Roadway)

All Required	Clearing and Grubbing			$ 88.00
16,000 cu. yds.	Exc. south of Station 14		0.30	4,800.00
20,000 yd. stas.	Overhaul		0.02	400.00
48,000 yd. mis.	Truck Haul		0.15	7,200.00
60 lin. ft.	24" Corr. Galv. Iron Pipe		2.50	150.00
200 lin. ft.	12" Concrete Pipe		1.00	200.00
8 cu. yds.	Class "C" Concrete		20.00	160.00
1,000 sq. yds.	Removal of old Pavement		0.30	300.00
2,500 cu. yds.	Sub-base Course Broken Stone		2.30	5,750.00
1,000 cu. yds.	Base Course Broken Stone		2.50	2,500.00
350 cu. yds.	Top Course Broken Stone		2.50	875.00
540 cu. yds.	Filler		0.30	162.00
660 cu. yds.	Filler Haul		0.18	118.80
		Sub-total		$22,557.80
		10% Engr. & Cont.		2,255.78
		Total		$24,811.58

Length of Unit (gross) .765 miles
Length of Tualatin River Bridge 513.33' (new bridge) .098 "
Length of Unit (net) .667 "
Cost per mile, $37,776.82

Type III (Concrete Pavement with Crushed Rock Shoulders)

All Required	Clearing and Grubbing			$ 24.82
100 cu. yds.	Excavation south of Sta. 14		0.30	30.00
2,500 yd. stas.	Overhaul		0.02	50.00
1,500 yd. mis.	Truck Haul		0.15	225.00
80 lin. ft.	12" Concrete Pipe		1.00	80.00
270 cu. yds.	Sub-base Course Broken Stone		2.50	675.00
200 cu. yds.	Base Course Broken Stone		2.50	500.00
50 cu. yds.	Top Course Broken Stone		2.50	125.00
90 cu. yds.	Filler		0.30	18.00
70 cu. yds.	Filler Haul		0.18	12.60
		Sub-total		$ 1,760.42
		10% Engr. & Cont.		176.04
		Total		$ 1,936.46

Length of Unit (net) 0.324 miles
Cost per mile $5,976.72

Type IV (Asphaltic Concrete with Crushed Rock Shoulders)

All Required	Clearing and Grubbing	$		$ 671.35
14,300 cu. yds.	Excavation south Sta. 14		0.30	4,290.00
7,500 yd. stas.	Overhaul		0.02	150.00
42,000 yd. mis.	Truck Haul		0.15	7,275.00

TUALATIN RIVER BRIDGE (CONTRACT PRICES)

1,550 cu. yds.	Excavation	$2.50	$ 3,875.00
150 cu. yds.	Excavation below plans	2.00	[illegible]
6,000 lin. ft.	Piling	0.34	2,040.00
100 cu. yds.	Seal Concrete	10.00	1,000.00
240 cu. yds.	Class "B" Concrete	16.00	3,840.00
780 cu. yds.	Class "A" Concrete	22.00	17,160.00
500 cu. yds.	Class "D" Concrete	20.00	10,000.00
[illegible] lbs.	Metal Reinforcement	.045	11,475.00
215,000 lbs.	Structural Steel	.061	13,115.00
1,000 lin. ft.	Reinf. Concrete Handrail	4.50	4,671.00
All Required	Remove old bridge and maint. traffic		400.00
		Sub-total	$ 67,576.00
		10% Engr. & Cont.	[illegible]
		Total	$ 74,[illegible]

ROCK CREEK BRIDGE (Estimated Prices)

550 cu. yds.	Excavation	$ 5.00	$ 2,750.00
50 cu. yds.	Excavation below plans	8.00	400.00
2,300 lins ft.	Foundation Piling	0.75	[illegible]
280 cu. yds.	Class "A" Concrete	20.00	5,200.00
150 cu. yds.	Class "B" Concrete	20.00	[illegible]
70,000 lbs.	Metal Reinforcement	0.06	[illegible]
250 lin. ft.	Concrete Handrail	5.00	[illegible]
		Sub-total	$ 17,[illegible]
		10% Engr. & Cont.	1,742.50
		Total	$ 19,167.50

Length of Tualatin River Bridge 513.33 ft. .098 miles
" " Rock Creek Bridge 120 ft. .023 "
Estimated per cent complete on Sept. 1, 1932 of Rock Crk. Bridge 100%

REMARK

Item	Total Cost	Federal Aid	Emergency Advance Funds	State Funds
Accepted portion				
Old Work (Roadway)	$221,408.46	$134,081.74	$ --	$87,326.72
Old Work & Bridge	-- --	-- --	-- --	-- --
	$221,408.46	$134,081.74	$ --	$87,326.72
New Work				
Type I Roadway	$ 44,101.00	$ 9,610.38 (21.841+%)	-- --	$34,490.62
Type II "	25,121.59	3,280.75 (13.059+%)	-- --	21,840.84
Type III "	1,926.46	1,205.05 (62.25%)	-- --	721.41
Type IV "	47,982.58	29,847.11 (62.25%)	-- --	18,115.47
Totals (New Roadway)	$119,121.63	$ 43,943.29		$75,178.34

Item	Total Cost	Federal Aid	Improvement Advances Funds	State Funds
Tualatin River Br.	$74,065.00	$46,465.15 (62.25%)	--	$28,599.85
Rock Crk. Bridge	12,167.50	5,750.25 (50%)	$10,542.12 (88%)	2,875.13
Totals (new bridge)	$85,231.10	$52,215.40	$10,542.12	$31,475.98
Totals (new work)	$212,952.78	$96,166.60	$10,542.12	$106,253.98
Non-Recurred Portion				
Roadway	$151,368.65	$91,666.65	--	$59,701.92
Totals for Roadway	$491,898.74	$269,691.69	$ --	$222,207.05
Totals for Bridges	25,251.10	52,215.40	10,542.12	31,475.58
Totals, All Work	$535,729.84	$321,906.09	$10,542.12	$253,282.63

NON-PARTICIPATING ITEMS

(Rock shoulders of present roadway which will be abandoned upon completion of revisions)

800 cu. yds.	Sub-base Concrete Broken Stone	$2.50	$ 2,000.00
600 cu. yds.	Base " " "	2.50	1,500.00
200 cu. yds.	Top " " "	2.50	500.00
120 cu. yds.	Filler	0.30	36.00
270 cu. yds.	Filler Haul	0.18	48.60

#1207
Wash. Co
PR 73

January 9, 1951

American Surety Company of New York,
M. J. Lyons, Manager,
800 Yeon Building,
Portland, Oregon.

Attention: M. Cody.

Gentlemen:

Receipt is acknowledged of your letter of January 8th concerning the J. A. Lyons contract No. 1207 - Multnomah County Line-Middleton Section in Washington County.

Please be advised that a total of $97,456.91 has been paid to Mr. Lyons to date on this contract. The retained percentage is $8,430.75. According to our records this contract was 91% complete on December 15th, 1950.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Glaisyer,
Secretary.

Dict. by J. McFarland.

#1207
Work Co

COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
R. R. BROWN
PRESIDENT
A. F. LAFRENTZ
FIRST VICE PRESIDENT

RESIDENT VICE PRESIDENTS
EDGAR H. W. SENSENICH E. C. SAMMONS

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
500-501-502 YEON BUILDING
TELEPHONE AT 8438

PORTLAND, ORE..

January 6th,1931

RE: #258233-D JAMES A. LYONS to STATE OF OREGON
9.3 miles grading and surfacing West Side
Pacific Highway in Washington County-Multnomah
County Line-Middleton Section #1207

Mr. Roy A. Klein,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

We would thank you very kindly to inform us the present status of the above contract as well as the retained percentage if same has not as yet been completed and accepted.

If such contract has now been accepted by the Oregon State Highway Commission, we will appreciate your informing us the amount paid the contractor.

Yours very truly,

N. Cody

N. CODY
SECRETARY

Form 39—E-16702—3M—5-30.

PR 73

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec.22,1930, 193

Job name Multnomah Co.Line-Middleton. *Week from* Dec.14th. *to* Dec.20th.

Grading & Surfacing. *Mail address* Oregon City,Ore.

Highway West Side Pacific *Telegraph or telephone address*

County Washington *Job prefix* 34 PC *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Pouring headwalls the past week and picking up the job in general. Contract is completed except a few odds and ends to clean up which will take until the middle of next week.

(See back of this sheet for instructions and detailed information.)

Signed F.L.Young

Title

GRADING CONSTRUCTION

Total miles of grading in project 9.3

Miles completed 9.3

Miles completed except finishing .....

Total cubic yards in project 108,000

Cubic yards moved to date 108,000

Miles covered by contractor's forces 9.3

Miles cross-sectioned 9.3

Miles cross-sections completed and checked 5.0

Miles to be remeasured Completed

Number men in Engineering Party 3

Contractor's average force for week 10 *men,* 1 *teams,* ..... *steam shovels.*

Grading work will be completed about Dec.24,1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

WILLIAM DUDY, BAKER
MRS. VAN DUZER, PORTLAND
WM. MASTERS, CORVALLIS

OC OC PR 73

December 2, 1930.

Mr. F. T. Young,
Resident Engineer,
Oregon State Highway Dept.,
Oregon City, Oregon.

Dear Sir:

We refer now to your letter of November 26th in regard to the percentage to be allowed the contractors on wages paid for men and teams employed on force account work.

It is our practice to allow the full fifteen per cent on amounts paid for men and teams, regardless of whether or not they are operated as a unit. Paragraph No. 7 on page 17 of the standard specifications applies only to equipment and the drivers or operators thereof, and it seems to us that it would require a rather extreme interpretation to apply that provision to the ordinary horse drawn equipment, particularly in view of the fact that that provision makes no mention of teams, although it mentions specifically the driver or operator.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:HR

...ONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE No. .....

ATTENTION: .....

Oregon City,Oregon.
November 26,1930.

Mr.R.A.Klein,
Sta te Highwa y Engineer,
Salem,Oregon.

Dea r Sir:

Force Order #1,Contract #1207,Job Prefix 34 PC,J.A.Lyons contractor,covering time from September 17th to 30th.,submitted with estimate #5 was corrected in the Salem office by allowing 15% on man and team operated as a unit. My interpretationof paragraph seven,page seventeen,of the standard specifications is that only 5% is a llowed when tea m and driver are carried as a unit-a lso that no contribution to the Sta te Industria l fund is shown. Will you please make this point clear to me.

Yours truly,

F.T.Young

F.T.Y oung,
Resident Engineer.

QC QC

#1207
Wash. Co.
PR 73

November 8, 1930

Mr. W. J. Lyons, Manager,
American Surety Company,
600 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 3rd instant concerning the J. A. Lyons contract No. 1207, Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County.

Please be advised that the above contractor has been paid $37,232.45 to date. The retained percentage is $8,430.75. This contract was 57% complete on October 15th. The estimated completion date is November 30th, 1930.

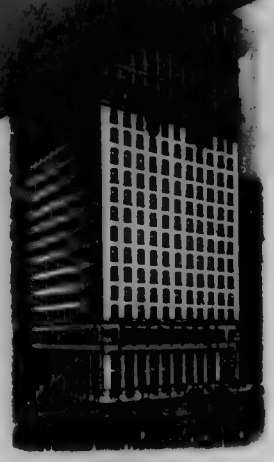
Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claiseyer,
Chief Clerk.

Dict. by J. McFarland.



COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
R. R. BROWN
PRESIDENT
A. F. LAFRENTZ
FIRST VICE PRESIDENT

RESIDENT VICE PRESIDENTS
EDGAR H. W. SENSENICH E. C. SAMMONS

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
500-501-502 YEON BUILDING
TELEPHONE AT 9436

PORTLAND, ORE..

November 3, 1930

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:- RE: No.258233-D J. A. LYONS to STATE OF OREGON
9.3 miles grading and surfacing West Side
Pacific Highway in Washington County-Multnomah
County Line-Middleton Section, #1207

We would thank you very kindly to inform us the present status of the above contract, the amount paid contractor, as well as the amount of retained percentage.

Yours very truly,

W. J. LYONS
MANAGER

WJL:TG

Pd. on Est. 15 - $57,232.45 - Est. # 4
Retained - $8,430.75 -
5770
11 mo - 30, 1930

PR13

July 21, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box [illegible],
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement for the Multnomah County Line-Herberg Section.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. Hunt,
Asst. Office Engr.

JWH:EH
encl.

Oregon State Highway Department — Project No. 75 (Reappeal)

[illegible] COUNTY LINE-[illegible] JUNCTION

OF THE [illegible] PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon, July 20, 1928.

Final Quantities as Shown by Final Voucher

Final Cost on completed roadway	$368,971.91
Engineering and Contingencies	24,805.20
Total Actual Cost	$393,777.11
Total Cost on which Federal Aid was computed	$368,971.91
Federal Aid paid on Roadway, (F. Y. 1928)	225,748.40
Length of Roadway (excluding structures)	15.860 miles
" " Fanno Creek Trestle 70 feet.	
" " Tualatin River Bridge 811 feet.	
" " Rock Creek Trestle 800 feet.	
" " Cedar Creek Trestle 100 feet.	
Total length of structures 1,081 feet	0.205 miles.
" " " project (including structures)	15.725 "
Cost per mile, roadway	$24,023.14
Federal Aid paid per mile, roadway	$14,545.64

IRON HORSE

Roadway - Washington County Line - Middleton Unit

All Required	Clearing and Grubbing		$1,000.00
15,000 cu. yds.	Excavation, north of Stn. 14	30.50	3,000.00
119,000 cu. yds.	" south of Stn. 14	0.30	35,700.00
52,000 yds. sta.	Overhaul	0.02	1,040.00
101,000 yds. mi.	Truck Haul	0.15	15,150.00
80 lin. ft.	12" Corr. Galv. Iron Pipe	1.50	45.00
20 lin. ft.	18" " " " "	2.00	40.00
100 lin. ft.	24" " " " "	2.50	250.00
2,400 lin. ft.	12" Concrete Pipe	1.00	2,400.00
50 lin. ft.	48" " "	5.50	275.00
23 cu. yds.	Class "C" Concrete	20.00	460.00
1,000 sq. yds.	Removal of old pavement	0.30	300.00

7,920 cu. yds.	Sub-base Course Broken Stone	$2.50	$19,875.00
5,600 cu. yds.	Base Course Broken Stone	2.50	14,000.00
1,850 cu. yds.	Top Course Broken Stone	2.50	4,625.00
2,500 cu. yds.	Earth Filler	0.30	750.00
5,000 yd. mi.	Filler Haul	0.10	540.00
	Sub-total		$ 103,410.00
	10% Engr. and Cont.		10,341.00
	Total		$ 113,751.00

Original length Multnomah County Line-Middleton Unit (Excl. Brs.) 9.218 miles
" " 4 Bridges 0.205 "
" " Multnomah County Line-Middleton Unit (Incl. Brs.) 9.423 "

Revised length Multnomah County Line-Middleton Unit (Excl. Brs.) 9.172 "
" " 5 Bridges 703.33 feet 0.133 "
" " Multnomah County Line-Middleton Unit (Incl. Brs.) 9.305 "

Cost per mile (new work) excluding bridges $13,001.65

Adjusted F. A. paid per mile on reopened portion $\frac{9.218}{9.172}$ x $14,545.64=$14,618.59

Deficiency, - $\frac{19,969.45 - 14,618.59}{19,969.45}$ = .26796

Federal Aid allowable per mile, roadway .26796 x 18,000 = $4,823.46

Total F. A. allowable on roadway, 9.172 x $4,823.46 = $45,860.00

Federal Aid requested on roadway, $45,860.00 (37.944%)

Tualatin River Bridge

1,550 cu. yds.	Excavation	$3.00	$3,675.00
150 cu. yds.	Excavation below plans	2.00	300.00
6,000 lin. ft.	Piling	0.34	2,040.00
100 cu. yds.	Seal Concrete	10.00	1,000.00
240 cu. yds.	Class "F" Concrete	16.00	3,840.00
700 cu. yds.	Class "A" Concrete	25.00	17,100.00
500 cu. yds.	Class "D" Concrete	20.00	10,000.00
255,000 lbs.	Metal Reinforcement	.045	11,475.00
215,000 lbs.	Metal Reinforcement	.061	13,115.00
1,030 lin. ft.	Reinf. Concrete Handrail	4.50	4,071.00
All Required	Remove old bridge and maint. traffic		400.00
	Sub-total		$67,576.00
	10% Engr. and Cont.		6,757.60
	Total (bridge)		$ 74,333.60

Length of Structure 313.35 feet 0.097 miles
Federal Aid Requested $46,463.15 (62.25%)

SUMMARY

Item	Total Cost	Federal Aid	State Funds	Length
Recessed portions:				
Old Work (Roadway)	$221,403.46	$134,081.74	$87,336.72	9.218
Old Work (4 Br. non-part.)	--	--	--	0.258
	$221,403.46	$134,081.74	$87,336.72	9.483
New Work (Roadway)	$119,251.00	$ 45,240.00	$74,001.31	5.172
New Work (1 Br.-parts.)	74,663.00	46,463.15	28,200.45	0.097
New Work (2 Br. non parts.)	--	--	--	0.256
	$193,914.00	$ 91,712.84	$102,201.76	5.525
Non Recessed Portions:				
Old Work (Roadway)	$151,566.66	$ 82,666.66	$ 68,901.99	6.368
Totals for Roadway	$492,023.11	$270,988.09	$221,030.02	15.474
Totals for Bridge	74,663.00	46,463.15	28,200.45	0.193
Grand Totals (all work)	$566,691.71	$317,451.24	$249,230.47	25.837

State Funds for construction: Chapter 175, Laws 1917, Chap. 21, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

Non-participating Items (Work placed on shoulders of present roadway which will be abandoned upon completion of line revisions)

800 cu. yds.	Sub-base Course Broken Stone	$2.50	$2,000.00
600 cu. yds.	Base Course Broken Stone	2.50	1,500.00
200 cu. yds.	Top Course Broken Stone	2.50	500.00
			$4,000.00

PR 73

July 19, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate with plans covering the Paulatin River Bridge, Project No. 73 (Recommd).

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Incl.
Dict. by J. W. Nash/AF

Oregon State Highway Department — Project No. 73 (Reopened)

MULTNOMAH COUNTY LINE-NEWBERG SECTION

OF THE WEST SIDE HIGHWAY IN WASHINGTON AND YAMHILL COUNTIES

Salem, Oregon, July 18, 1929

FINAL QUANTITIES AS SHOWN BY FINAL VOUCHER

Final Cost on Completed Roadway	$348,871.91
Engineering and Contingencies	24,205.20
Total	$372,777.11
Federal Aid paid on Roadway, F. Y. 1923	$225,748.40

Length of Roadway (excluding bridges)		15.520 miles
Length of Fanno Cr. Trestle	70 ft.	
Length of Tualatin River Br.	311 ft.	
Length of Rock Cr. Trestle	600 ft.	
Length of Cedar Creek Trestle	100 ft.	
Total length of structures	1,081 ft.	0.205 miles
Total length (including bridges)		15.725 miles
Cost per mile, Roadway	$24,019.14	
Federal Aid paid per mile, Roadway	$14,545.04	

NEW WORK

Tualatin River Bridge

1,650 cu. yds.	Excavation	$ 2.50	$ 3,975.00
150 cu. yds.	Excavation below plans	5.00	750.00
6,000 lin. ft.	Piling	.50	3,000.00
100 cu. yds.	Seal Concrete	10.00	1,000.00
240 cu. yds.	Cl. "B" Concrete	20.00	4,800.00
780 cu. yds.	Cl. "A" Concrete	21.00	16,380.00
500 cu. yds.	Cl. "D" Concrete	22.00	11,000.00
255,000 lbs.	Metal Reinforcement	.0475	12,112.50
215,000 lbs.	Structural Steel	.0675	14,512.50
1,038 lin. ft.	Reinforced Concrete Handrail	4.50	4,671.00
All Required	Remove old bridge and maint. traffic		800.00
	Sub-total		$72,601.00
	10% Engr. & Cont.		7,260.10
	Total		$79,861.10

Length of structure	513.33 ft.	0.097 miles
Cost per mile, structure		$323,510.30
Federal aid allowable on new work		$49,697.56
Federal Aid Requested		$49,697.56
Federal Aid Recommended		$49,697.56

SUMMARY

Total Estimated Cost, all work	$452,038.21
Total Federal Aid, all work	$275,445.93
Length of Roadway (excluding bridges)	15.580 miles
Total Length (including bridges)	15.725 miles
Total Cost per Mile (excluding bridges)	$24,010.14
Total Federal Aid per Mile (excluding bridges)	$14,545.84

PR 73

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 7, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are today recommending approval of the plans, specifications and estimate for Oregon Federal Aid Project No. 73-Reopened, for the purpose of regrading and placing rock shoulders.

In this connection we are approving the project for rock shoulders where line revisions are not involved. Where line revisions are to be made but the old alignment is to be used, the rock shoulders should be eliminated from Federal aid. This will reduce the Federal aid estimate for surfacing items; but, as the Federal aid allowable is limited, the full amount can be obtained.

Several changes were noted on the plan estimate, and a copy is being returned for your information.

Please submit the revised estimate at your early convenience, so that the modification of the project agreement may be prepared.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer.

Encls.

July 7, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are today recommending approval of the plans, specifications and estimate for Oregon Federal Aid Project No. 73-Reopened, for the purpose of regrading and placing rock shoulders.

In this connection we are approving the project for rock shoulders where line revisions are not involved. Where line revisions are to be made but the old alignment is to be used, the rock shoulders should be eliminated from Federal aid. This will reduce the Federal aid estimate for surfacing items; but, as the Federal aid allowable is limited, the full amount can be obtained.

Several changes were noted on the plan estimate, and a copy is being returned for your information.

Please submit the revised estimate at your early convenience, so that the modification of the project agreement may be prepared.

Very truly yours,

W. E. LYNCH
District Engineer

By _____
L. J. Caufield
Highway Engineer.

Encls.

Oregon State Highway Department — Project No. 75 (Reopened)

MULTNOMAH COUNTY LINE-NEWBERG SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate as with plans. Not as basis for modified agreement.)

Salem, Oregon, June 19, 1930.

Final Quantities as shown by Final Voucher

Final Cost on completed roadway	$548,671.91
Engineering and contingencies	24,205.20
Total Actual Cost	$572,777.11
" Cost on which F.A. computed	369,251.46
Federal Aid paid on roadway (F. Y. 1923) - 61.13673 %	225,748.40
Length of Roadway (excluding structures)	15.520 miles
Length of Fanno Creek Trestle 70 ft.	
Length Tualatin River Bridge 311 ft.	
Length of Rock Creek Trestle 600 ft.	
Length of Cedar Creek Trestle 100 ft.	
Total length of structures 1,081 ft.	0.205 miles
Total length of project (including structures)	15.725 miles
Cost per mile, roadway $34,619.14	
Federal Aid paid per mile, roadway $14,545.64	

NEW WORK

Roadway - (Multnomah County Line-Middleton Unit)

All Required	Clearing and Grubbing		$ 2,500.00
18,000 cu. yds.	Excavation, North of Sta. 14	$0.50	9,000.00
119,000 cu. yds.	Excavation, South of Sta. 14	0.35	41,650.00
51,000 yd. sta.	Overhaul	0.03	1,530.00
121,000 yd. mi.	Truck Haul	0.18	21,780.00
30 lin. ft.	12" Corr. Galv. Iron Pipe	1.50	45.00
20 lin. ft.	15" " " " "	2.00	40.00
100 lin. ft.	24" " " " "	3.50	350.00
2,400 lin. ft.	12" Concrete Pipe	1.50	3,600.00
30 lin. ft.	42" Concrete Pipe	10.00	300.00
25 cu. yds.	Class "C" Concrete	23.00	575.00
1,000 sq. yds.	Removal of Old Pavement	0.25	250.00
8,750 cu. yds.	Sub-base Course Br. Stone	2.55	22,312.50
6,200 cu. yds.	Base Course Br. Stone	2.60	16,120.00
2,050 cu. yds.	Top " " "	2.75	5,637.50
2,500 cu. yds.	Earth Filler	0.40	1,000.00
3,000 yd. mi.	Filler Haul	0.18	540.00
	Sub-total		$127,230.00
	10% Engr. & Cont.		12,723.00
	Total (Roadway)		$139,953.00

Original length Multnomah County Line-Middleton Unit (Excl. Brs.) 9.218 miles
Original length of 4 bridges 0.205 miles
Original length Multnomah County Line-Middleton Unit (Incl. Brs.) 9.423 miles

Revised length Multnomah County Line-Middleton Unit (Excl. Brs.) 9.172 miles
" " 3 bridges 705.33 feet 0.133 miles
" " Multnomah County Line-Middleton Unit (Incl. Bridges) 9.305 miles

Cost per mile (new work) excluding bridges $15,258.72

Adjusted F. A. paid per mile on reopened portion, - $\frac{9.218}{9.172} \times \$14,545.64 = \$14,618.59$

Deficiency, - ~~$\frac{\$4,454.60 - 14,618.59}{\$4,454.60} = .402217$~~ $\frac{19,869.43}{19,869.43} = .26426$

Federal Aid allowable per mile, roadway ~~.402217~~ .26426 x $18,869.00 = ~~$7,588.96~~ 4933.46
Total F. A. allowable on roadway 9.172 x ~~$7,588.96~~ 4933.46 = ~~$69,572.36~~ 45,249.69
Federal Aid requested on roadway ~~$69,572.36 (62.21%)~~
45,249.69 C

Tualatin River Bridge

1550 cu. yds.	Excavation	$2.50	$3,875.00
150 cu. yds.	Excavation below plans	2.00	300.00
6000 lin. ft.	Piling	0.34	2,040.00
100 cu. yds.	Seal Concrete	10.00	1,000.00
240 cu. yds.	Class "B" Concrete	16.00	3,840.00
780 cu. yds.	Class "A" Concrete	22.00	17,160.00
500 cu. yds.	Class "D" Concrete	20.00	10,000.00
255,000 lbs.	Metal Reinforcement	.045	11,475.00
215,000 lbs.	Structural Steel	.061	13,115.00
1,038 lin. ft.	Reinf. Concrete Handrail	4.50	4,671.00
All Required	Remove old bridge and maint. traffic		400.00
	Sub-total		$67,876.00
	10% Engr. & Cont.		6,787.60
	Total (bridges)		$74,663.60

Length of Structure 513.33 ft. 0.097 miles.
Federal Aid requested $46,465.15 (62.23%)

SUMMARY

Item	Total Cost	Federal Aid	State Funds	Length
Reopened Portion:				
Old work (roadway)	$221,408.46	$134,081.74	$87,326.72	9.218
Old work 4 bridges (non part.)	- -	- -	- -	0.205
	$221,408.46	$134,081.74	$87,326.72	9.423

New Work (roadway)	$139,955.00	~~$ 60,072.36~~ 45,249.69	~~$71,080.64~~ 94,703.31	9.172
" " 1 Br. (part.)	74,665.60	46,463.15	28,200.45	0.097
" " 2 " (non-part)	- -	- -	- -	0.036
	$214,616.60	~~$115,555.51~~ 91,712.84	~~$ 99,281.09~~ 122,903.76	9.305
Non-Reimbursed Portion:				
Old Work (Roadway)	$151,368.65	$ 91,666.66	$ 59,701.99	6.502
Totals for roadway	$512,750.11	~~$304,620.76~~ 270,998.09	~~$210,100.35~~ 241,732.02	15.474
Totals for bridges	74,665.60	46,463.15	28,200.45	0.133
Grand Totals (all work)	$587,393.71	~~$351,083.91~~ 317,461.24	~~$239,300.80~~ 269,932.47	15.607

Surfacing quantities to be reduced in the amounts to be used for shoulders over those portions where limestone will reduce F. A. estimate but will make any difference in Fed. Aid allowable.

PR 75

June 19, 1930.

Mr. W. H. Lynch,
District Engineer,
P. O. Box 8900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five sets of special provisions covering the Multnomah County Line-Middleton Unit of the Multnomah County Line-Newberg Section Project No. 78 (reopened). Under separate cover, we are sending five sets of blue print plans.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dicta by J. W. Nash/KH.

Encl.

Oregon State Highway Department — Project No. 75 (Suspense)

[redacted] COUNTY LINE-[redacted] SECTION
OF THE [redacted] HIGHWAY IN [redacted] COUNTY

(Retained as with plans. Not as basis for modified agreements)

Salem, Oregon, June 19, 1930.

Final Condition as shown by Final Voucher

Final Cost on completed roadway		$342,971.81
Engineering and contingencies		24,805.30
Total		$372,777.11
Federal Aid paid on roadway (F. Y. 1923)		$225,748.48
Length of Roadway (excluding structures)		15.520 miles
Length of Fumno Creek Trestle 70 ft.		
Length Tualatin River Bridge 311 ft.		
Length of Rock Creek Trestle 600 ft.		
Length of Cedar Creek Trestle 100 ft.		
Total length of structures 1,081 ft.		0.205 miles
Total length of project (including structures)		15.725 miles
Cost per mile, roadway	$24,013.14	
Federal Aid paid per mile, roadway	$14,545.64	

[redacted] FORK

Roadway - (Multnomah County Line-[redacted] Unit)

All Required	Clearing and Grubbing		2,000.00
16,000 cu. yds.	Excavation, North of Stn. 14	$0.50	8,000.00
119,000 cu. yds.	Excavation, South of Stn. 14	0.35	41,650.00
31,000 yds. stn.	Overhaul	0.05	1,550.00
121,000 yds. mi.	Trunk Haul	0.18	21,780.00
30 lins. ft.	18" Corr. Galv. Iron Pipe	1.50	45.00
80 lins. ft.	18" " " " "	2.00	40.00
100 lins. ft.	24" " " " "	3.50	350.00
2,400 lins. ft.	12" Concrete Pipe	1.50	3,600.00
30 lins. ft.	45" Concrete Pipe	10.00	300.00
25 cus. yds.	Class "C" Concrete	35.00	875.00
1,000 sq. yds.	Removal of Old Pavement	0.25	250.00
8,700 cus. yds.	Sub-base Course Br. Stone	2.55	22,218.50
6,200 cu. yds.	Base Course Br. Stone	2.60	16,120.00
2,000 cus. yds.	Top " " "	2.79	5,637.50
2,350 cus. yds.	North Filler	0.40	1,000.00
3,000 yds. mi.	Filler Haul	0.18	540.00
	Sub-total		$127,250.00
	10% Engr. & Cont.		12,725.00
	Total (Roadway)		$139,955.00

Original length Multnomah County Line-Middleton Unit (Excl. Brs.) 9.818 miles
Original length of 4 bridges 0.305 miles
Original length Multnomah County Line-Middleton Unit (Excl. Brs.) 9.488 miles

Revised length Multnomah County Line-Middleton Unit (Excl. Brs.) 9.172 miles
" " 5 bridges 703.35 feet 0.133 miles
" " Multnomah County Line-Middleton Unit (Incl. Bridges) 9.305 miles

Cost per mile (new work) excluding bridges $15,259.78

Adjusted F. A. paid per mile on reopened portion, = $\frac{9.818}{9.172} \times \$14,245.64 = \$14,615.58$

Deficiency, = $\frac{24,454.98 - 14,615.58}{24,454.98} = .402317$

Federal Aid allowable per mile, roadway .402317 x $18,000.00 = $7,238.98
Total F. A. allowable on roadway 9.172 x $7,238.98 = $66,372.34
Federal Aid requested on roadway $66,372.34 (48.211%)

Tualatin River Bridge

1550 cu. yds.	Excavation	$2.50	$3,875.00
150 cu. yds.	Excavation below plans	2.00	300.00
6000 lin. ft.	Piling	0.34	2,040.00
100 cu. yds.	Seal Concrete	10.00	1,000.00
340 cu. yds.	Class "F" Concrete	16.00	5,440.00
780 cu. yds.	Class "A" Concrete	22.00	17,160.00
500 cu. yds.	Class "D" Concrete	20.00	10,000.00
255,000 lbs.	Metal Reinforcement	.045	11,475.00
415,000 lbs.	Structural Steel	.041	15,115.00
1,000 lin. ft.	Reinf. Concrete Handrail	4.50	4,671.00
All Required	Remove old bridge and maint. traffic		400.00
	Sub-total		$67,976.00
	10% Engrg. & Cont.		6,797.60
	Total (bridges)		$74,655.60

Length of Structure 513.35 ft. 0.097 miles.
Federal Aid requested $46,462.15 (62.25%)

SUMMARY

Item	Total Cost	Federal Aid	State Funds	Length
Reopened Portion:				
Old work (roadway)	$221,408.46	$134,081.74	$87,326.72	9.818
Old work 4 bridges (non part,)	--	--	--	0.305
	$221,408.46	$134,081.74	$87,326.72	9.423

PR 73

March 19, 1930

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Dear Sirs

Attention: Miss Edith Libby

This acknowledges receipt of your letter of the 17th instant in which you enclose three certified copies of the notice of the claim of the Howard-Cooper Corporation against the Northwest Contract Company which has been filed in your office, same being for rental of equipment and furnishing repair parts in the sum of $796.47 in connection with the contract of the Northwest Contract Company for the construction of a bridge over the Tualatin River on the West Side Pacific Highway in Washington County.

We are today forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

HEC:LS

H. E. Claiayer
Chief Clerk

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

March 17, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received and filed as of this date, a notice of claim by Howard-Cooper Corporation, for rental of equipment and furnishing repair parts in the sum of $796.47 against the bond taken from Northwest Contract Company and National Surety Company, for the construction of a bridge over the Tualatin River on the West Side Pacific Highway in Yamhill County, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be f rwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

ANSWERED
H. B. G.

L

HOWARD COOPER

CORPORATION

Main Office and Warehouse

East 3rd St. and Hawthorne Ave

PORTLAND, OREGON

March 15th, 1930

Notice is hereby given that the undersigned, HOWARD COOPER CORPORATION, has a claim for rental of equipment and furnishing repair parts in the sum of Seven Hundred Ninety-six Dollard and forty-seven cents (796.47) against the NORTHWEST CONTRACT COMPANY or NATIONAL SURETY COMPANY for the construction of a bridge over the Tualitan River on the West Side Pacific Highway in Yamhill County, Oregon

HOWARD-COOPER CORPORATION

D. I. COOPER

President

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Howard Cooper Corporation for rental of equipment and furnishing repair parts in the sum of $796.47 against the Northwest Contract Company and National Surety Company for the construction of a bridge over the Tualatin River on the West Side Pacific Highway in Yamhill County, Oregon, with the original notice of claim filed in the office of the Secretary of State on March 17, 1930 and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Howard Cooper Corporation for rental of equipment and furnishing repair parts in the sum of $796.47 against the Northwest Contract Company and National Surety Company for the construction of a bridge over the Tualatin River on the West Side Pacific Highway in Yamhill County, Oregon, with the original notice of claim filed in the office of the Secretary of State on March 17, 1930 and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of March, A. D. 1930.

Hal E Hoss

Secretary of State

#111a
W. L. Co
PR 73

STATE OF OREGON
Department of State
SALEM

March 11, 1930

National Surety Company
W. B. Gilham, Agent
Corbett Building
Portland, Oregon

March 11, 1930

Gentlemen:

Attached hereto is a copy of a notice of the claim of the Salem Brass Foundry against the Northwest Contract Company, the original of which is on file in the Secretary of State's office.

This copy is sent to you at the request of the Secretary of State as you appear as surety on the bond furnished by the Northwest Contract Company in connection with the contract referred to in this claim, being for the construction of bridges over the Tualatin River and Cedar Creek on the East Side Pacific Highway in Washington County, state highway contract #111a.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glidwyer
Chief Clerk

HBG:EF
cc Northwest Cont. Co.

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

March 10, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received and filed as of this date a notice of claim by Salem Brass Foundry, Salem, Oregon, for bronze expansion plates and bronze precast form in the sum of $205.00 against the bond taken from Northwest Contract Company, of Portland, Oregon, and the National Surety Company for the Contract for a bridge over the Tualatin River on the West Side Pacific Highway in Washington County, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L.

RECEIVED
MAR 11 1930
OREGON

ANSWERED
H. B. G.

COPY

SALEM BRASS FOUNDRY

Wm. P. Vrooman, Proprietor

Manufacturers of

BRASS, BRONZE AND ALUMINUM CASTINGS

SALEM, OREGON

Mar. 7, 1930

Secretary of State

Hal Hoss

Notice is hereby given that the Salem Brass Foundry of Salem, Ore, has a claim for 10 sets Bronze Expension Plates in the sum of $135.00 dollars and one Bronze Precast Form in the sum of $70.00 dollars making a total of $205.00 dollars against the bond taken by Northwest Contract Co. of Portland, Oregon, and the National Surety Co. for the Contract of Bridge over the Tualatin River on the West side Pacific Highway in Washington County, Ore.

Sign -- Salem Brass Foundry

Salem, Oregon.

By Wm. P. Vrooman

Copy to Oregon State Highway

ENDORSED:

File No. 823

Filed March 10, 1930, HAL E. HOSS, Secretary of State.

March 11, 1930

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Attention: Edith Libby.

Dear Sir:

This acknowledges receipt of your letter of the 10th inst. in which you enclose three copies of the notice of the claim of the Salem Brass Works against the Northwest Contract Company, the original of which has been filed in your office.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

#1110
Wash. Co

PR 73

March 10, 1930

National Surety Company
W. B. Gilham, Agent
Corbett Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Salem Brass Foundry of Salem, Oregon in which they advise us of their claim in the sum of $296.00 against the Northwest Contract Company, being for materials furnished this Company in connection with its contract for the construction of a bridge over the Tualatin River on the West Side Pacific Highway in Washington County.

This information is given you as you appear as surety on the bond furnished by the Northwest Contract Company in connection with this work.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. D. Glaiyer
Chief Clerk

HDG:S
Enc.

March 10, 1930

Salem Brass Foundry
Wm. P. Vrooman, Proprietor
Salem, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 7th instant in which you advise us of your claim in the sum of $205.00 against the Northwest Contract Company, being for 10 sets of bronze expansion plates and one bronze precast form furnished this Company for use in connection with its contract for the construction of the bridge over the Tualatin River on the West Side Pacific Highway in Washington County.

In connection with this contract the Northwest Contract Company furnished a bond for the protection of labor and material claims. The bond was written by the National Surety Company, for whom W. B. Gilham is the local agent, with offices in the Corbett Building, Portland. We would suggest that you take the matter up with the bonding company if you have not already done so. If you secure no satisfaction by so doing then you still have recourse to action in the courts.

The original copy of your letter has been forwarded to the Secretary of State.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

Pen. Road, Route 6, Box 3

ASS FOUNDRY

OOMAN, Proprietor

FACTURERS OF

ıd Aluminum Castings

M, OREGON

March 7-1930

Saturday July 6

187

ANSWERED
H. B. G.

Pen. Road, Route 6, Box 3

SALEM BRASS FOUNDRY

WM. P. VROOMAN, Proprietor

MANUFACTURERS OF

Brass, Bronze and Aluminum Castings

SALEM, OREGON

March 7-1930

Secretary of State
Hall Ross.

Notice is hereby given that the Salem Brass Foundry of Salem, Ore. has a claim for 10 ats Bronze Expansion Plates in the sum of $135.00 dollars and one Bronze Pacast Form in the sum of $70.00 dollars, makeing a total of $200.00 dollars. against the Bond taken by the Northwest Contract Co of Portland Oregon, and the National Surety Co. N. Y.

For the Contract Value of Bridge over the Santiam River on the West side Pacific Highway in Linn County Oregon.

Salem Brass Foundry

By Wm. P. Vrooman

ANSWERED
H. B. G.

PR 73

February 25,1930.

West Side Pacific Highway
Washington County
Multnomah County Line - Middleton Section

Preliminary Estimate of Quantities and Cost.

NOTED

Clearing and Grubbing,	All required	$2,000.00
Excavation, single class	130,000 cu.yds.at $ .40	42,000.00
Overhaul,	99,000 cu.yds.Sta. .03	2,970.00
Truck Haul,	84,000 cu.yd. Mi. .18	15,120.00
12" Concrete Pipe	50 lin.ft. $1.50	75.00
42" " "	30 lin.ft. $12.00	360.00
12" Corr.Iron Pipe	20 lin.ft. $1.50	30.00
15" " " "	20 lin.ft. $2.00	40.00
24" " " "	40 lin.ft. $3.50	140.00
Class "C" Concrete	25 cu.yds. $30.00	750.00
Rock Surfacing	2,000 cu.yds. $2.25	4,500.00
Rock Shoulders	16,000 cu.yds. $2.00	32,000.00
Onion Flat Opening	90 lin.ft. $100.00	9,000.00
		$ 108,985.00
10% Contingencies and Engineering		10,915.00
		$ 119,900.00

Summary in Sections

Tualatin River Bridge Approaches	0.36 mi.	$20,500.00	
Cedar Creek Bridge replacement section	0.39 mi.	6,650.00	
Onion Flat Bridge replacement section,	0.67 mi.	40,100.00	
Middleton Line Change	0.67 mi.	9,200.00	$76,450.00
Multnomah County line section	0.67 mi.	5,550.00	
Intervening sections to connect	6.67 mi / 9.43	37,900.00	43,450.00
			$ 119,900.00

($37,900.00 for 6.67 mi. = $5,685.00 per mi.)

#1100

PR 13

HOWARD COOPER CORPORATION

PORTLAND, OREGON

February 21, 1930

Howard Cooper Corp.
E. 3d St. & Hawthorne Ave.
Portland, Oregon.

Attention: Mr. D. I. Cooper.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Kindly advise us the name of the Bonding Company who bonded the Northwest Contract Company on the Tualatin Bridge. We are also requesting [illegible] Allen [illegible]

In response to your request of the 20th inst., we have to advise that the surety on the bond furnished by the Northwest Contract Company in connection with its contract for the construction of a bridge over the Tualatin River on the West Side Pacific Highway in Yamhill County, is the National Surety Company, for whom H. B. Gilbes is the local agent, with offices in the Corbett Building, Portland.

HOWARD-COOPER CORPORATION
Very truly yours

ROY A. KLEIN
State Highway Engineer

DIC:MG

By

H. B. Glaisyer
Chief Clerk

HBG:EP

#1110

ROY E. NELSON, VICE PRES. E. C. LUNDQUIST, SECY-TREAS.

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
EAST 3 1/2 ST AND HAWTHORNE AVE
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
BOISE, IDAHO
SEATTLE, WASH.
SPOKANE, WASH.

February 20th, 1930

Oregon State Highway Commission
Salem, Oregon

Gentlemen:-

Kindly advise us the name of the Bonding Company who bonded the Northwest Contract Company on the Tualatin Bridge. We would also appreciate your advising us if Mr. Allen Olson is connected with this Company and if he is in what capacity.

Thanking you for this information, we are

Yours very truly,

HOWARD-COOPER CORPORATION

President

DIC:MU

#1110

National Surety Co.
W. B. Gilbon
Calvert Bldg

ANSWERED
H. B. G.

#1100

PR 73

January 25, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Reference is made to your letter of January 24, relative to the Tualatin River Bridge Project, Federal Aid Project No. 75-Reappraisal.

The delay in completing the plans for this project, and in submitting the estimate to be used as a basis for the project agreement has been occasioned by the fact that our field engineers have not yet fully completed their plans for the construction of the embankment approaches. The alignment and grades for these approaches are known, but several different sources of materials for use in the embankment construction are being considered, all of which are either a very considerable distance from the project or are located on private property. The selection of the particular source to be used is dependent upon what action is taken in regard to the highway improvement contemplated on the West Side Pacific Highway, and it is this fact which has made it difficult to arrive at a final determination of the plans for the bridge approaches. We are in hopes, however, that the matter will be cleared up within the next few weeks.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

Jan. 24, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No. 73-Reopened. This project was reopened for the purpose of constructing a bridge over the Tualatin River.

With reference to our letter of August 16th, 1929, we are unable to find an answer in our files and do not believe the estimate to be used as the basis for modification of the project agreement has been submitted. As the bridge work is at least fifty percent completed, we would appreciate advice as to when the necessary papers to complete this project may be expected.

Very truly yours,

W. H. LYNCH
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

August 16, 1929

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The following comments have been made upon the plans, specifications and estimate for the proposed reopening of Oregon Federal Aid Project number 73, Tualatin Bridge.

The new work consists of the construction of a bridge on revised location, involving the abandonment of a portion of the original project. The plans as submitted do not show the termini of the portion to be abandoned or provide for the construction of the roadway portion of the relocation, and we have requested that the modified agreement include a special clause requiring the State to construct it. The Chief Engineer has objected to this procedure, as it leaves our records showing the old improvement and a new structure on a different location.

We believe it will be necessary to include the entire relocation in the reopening. For roadway plans it will be sufficient to submit a revision of Sheet No. 5, showing the new alignment, the stations of the connections, and the stations of the ends of the new structure. The estimate should include the new grading and surfacing work, either as a participating or nonparticipating item, and should also show the revised lengths of major structures and each type of roadway. (Consider the type of line change as of the type of adjacent pavement even if you intend to place crushed rock temporarily.) No special clause will be necessary, as the inclusion of the new roadway work in the estimate will require that this work be done before acceptance of the project.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

We would also like to have the exact stationing of the major structures, as they are apparently not to be considered as included in the project, and the new description should recite them as exceptions. If you do not have the stationing for these major structures, we will endeavor to secure approval without requiring that they be furnished.

Very truly yours

W. H. Lynch
District Engineer

By: D. J. Caufield
Highway Engineer

#1110
Wash, Co
PR 73

January 15, 1930

National Surety Company
W. B. Gilbam, Agent
Corbett Building
Portland, Oregon

Gentlemen:

In response to a request of the Secretary of State we are mailing to you herewith a copy of a notice that has been filed in his office by E. L. McDougal, being notice of the claim of Poole and McCuaigle against Northwest Contract Company for structural steel furnished this company in the sum of $9,246.38 in connection with the contract for the construction of a bridge over the Tualatin River on the East Side Pacific Highway near Tigard, Oregon.

This information is given you as you appear as surety on the bond furnished by the Northwest Contract Company in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
cc Northwest Contract Co.

January 15, 1930

Mr. E. L. McDougal
Attorney at Law
American Bank Bldg.
Portland, Oregon

Dear Sir:

In response to your request to the Secretary of State, we are mailing to you herewith a certified copy of the contract awarded by the State Highway Commission to the Northwest Contract Company covering the construction of a bridge over the Tualatin River on the West Side Pacific Highway near Tigard, Oregon.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:E

January 13, 1930

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Attention Edith Libby.

Dear Sir:

We acknowledge receipt of your letter of the 10th inst. enclosing three copies of the notice of claim that has been filed in your office by Poole & McConigle, Inc., being their claim in the sum of $9,245.83 against the Northwest Contract Company for structural steel furnished this company in connection with their contract for the construction of the bridge over the Tualatin River on the West Side Pacific Highway near Tigard.

Copies of this notice are being sent to the contractor and the surety on his bond as per your request. We are also furnishing Mr. McDougal, the attorney of Poole and McConigle, a certified copy of the contract and bond in connection with this work.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

...LAUGHRIDGE
Deputy Secretary

...GON
Department of State
SALEM

January 10, 1930

RECEIVED
JAN - 3 1930
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from E. L. McDougal, Atty., Portland, Oregon, and filed as of this date, a notice of claim by Poole & McGonigle, Inc., for structural steel furnished in the sum of $9,245.88 against the bond taken from Northwest Contract Company, a corporation, as principal, and the National Surety Company, a corporation, as surety, for the construction of the Tualatin River Bridge on the West Side Pacific Highway near Tigard, Oregon, known as State Highway Contract No. 1110.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

We are also enclosing copy of letter from Mr. McDougal, requesting certified copy of the contract and bond covering the above work.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

ANSWERED
H. B. G.

By Edith Libby

N O T I C E

TO: THE STATE OF OREGON, and
THE OREGON STATE HIGHWAY COMMISSION

Notice is hereby given that the undersigned, Poole & McGonigle, Inc., a corporation, has a claim for NINE THOUSAND TWO HUNDRED FORTY-FIVE and 88/100 Dollars ($9,245.88), covering structural steel furnished in the sum of $9,245.88 against the bond taken from the Northwest Contract Company, a corporation, as Principal, and the National Surety Company, a corporation, as Surety, upon such bond, said material going into the construction of the Tualatin River Bridge on the West Side Pacific Highway near Tigard, Oregon, known as State Highway Contract No. 1110, concerning the construction of which bridge and the materials entering therein, said bond was taken.

POOLE & McGONIGLE, INC.
A corporation.

By OTHO POOLE
Secretary

STATE OF OREGON,)
) ss
County of Multnomah)

I, OTHO POOLE, being first duly sworn on oath depose and state that I am Secretary of Poole & McGonigle, Inc., a corporation, and that the foregoing Notice is a true and correct notice and statement of the account of Poole & McGonigle, Inc., a corporation, against the Northwest Contract Company, a corporation, as principal, and the National Surety Company, a corporation, as surety, as above set forth in said notice.

OTHO POOLE

(SEAL)

Subscribed and sworn to before me a Notary Public this 7th day of January, 1930

E. L. McDougal

Notary Public for Oregon.

My Commission expires Sept. 10, 1932.

ENDORSED:
File No. 817
Filed January 10, 1930, HAL E. HOSS, Secretary of State.

FORM S-A-1 S-18648 5M 6-38

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

#1100
Wash Co
1173

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Dec. 31, 1929.

IN REPLY PLEASE
REFER TO FILE NO.

Northwest Contract Company
Station C
Portland, Oregon.

Gentlemen:

This acknowledges receipt of your letter of Dec. 30th, authorizing us to mail Estimate 4 and all future and final estimates on your Contract 1110, with this department, to the Grants Pass and Josephine Bank, Grants Pass, Oregon, and authorizing the bank to sign the warrants in your stead. The letter cancels your authorization to mail these items to the Farmers State Bank at Independence.

You mention in a postscript that state forms assigning the warrants will be mailed in direct by the bank to the Secretary of State. Concerning this last statement, I would say that in case it is your desire to assign these warrants it will be necessary that the standard assignment form, approved by the department, be attached to the vouchers when they are sent to the Secretary of State for final audit, and such assignments must be consented to by the surety company on the contract. The usual method in such cases is to send in a blanket assignment, assigning all moneys due or to become due on the contract and accompanying it by the signed consent of the surety company. We, then on each estimate written up, after receipt of the assignment, attach our standard assignment form for the exact amount of that voucher, which is required by the Secretary of State's office. This is the only manner in which the warrant could be made properly payable to the bank direct. In the meantime and pending receipt of such assignment and consent, we will obey your wishes in mailing these warrants direct to the bank, made, however, in your own name.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer, Office.
cc Grants Pass & Josephine Bank,
Grants Pass, Oregon.

LA GRANDE
Box 416

PORTLAND
STATION C

Northwest Contract Company

O. H. LINN

Buildings, Bridges and Sewers

General Contractors

Portland. Oregon. Dec 30th 1929.

Oregon State Highway Commission.
Salem. Oregon.
Gentlemen-

Attention H.B.Glaisyer, Chief Clerk.

Attention Carl F. Smith, Auditor.

Kindly mail Estemate Number 4 and all future and final Estemates for construction of bridges over Tualatin River and Ceder Creek, in Washington County west side Pacific Highway, Contract No. 1110 to Grants Pass and Josephine Bank. Grants Pass. Oregon. and this is Authority for this Bank to sign these pay warrants made out to us, and that there signature on same shall be honored the same as if signed by our-selves.

This revokes in writing our letter sent you some time ago, to mail these to Farmers State Bank. Independence.

Yours very sincerally

Northwest Contract Company.

By Emma Nordquist
Member of firm.

Copy to Grants Pass and Josephine Bank. Grants Pass. Oreg.
" " The Farmers State Bank. Independence. Oregon.

N.B/ Reguler State forms assigning these warrants to be paid to Grants Pass and Josephine Bank, will be mailed in direct by the bank to the Secretary of State.in the very near future.

PR73

October 21, 1929

Mr. E. L. McDougal, Lawyer
1401 American Bank Building
Portland, Oregon

Dear Sirs

Replying to your letter of the 19th instant concerning a contract which was awarded to Rigdon Brothers for the construction of the Tualatin River Bridge in Oregon, wish to say that no such contract was awarded to Rigdon Brothers by the State Highway Commission and it is evident that either this was a county contract awarded by the county court of the county in which the bridge is located or Rigdon Brothers are employed as subcontractors on state work. The information that we give you below is concerning the contract that the State Highway Commission awarded to the Northwest Contract Company for the construction of a bridge over the Tualatin River and a culvert across Cedar Creek, both being on the West Side Pacific Highway in Washington County about sixteen miles southwest of Portland, being State Highway contract no. 1110.

This contract was awarded to the Northwest Contract Company on July 25, 1929. The bond furnished was in the sum of $50,000.00 and was written by the National Surety Company, for whom W. B. Gilham is agent, with offices in the Corbett Building, Portland.

In the event that the contract you refer to was a county contract, we would direct you to the County Court of the particular county for detailed

information concerning this work.

Very truly yours

Ray A. Klein
State Highway Engineer

By

EWG:S

H. B. Gleisner
Chief Clerk

LAW OFFICES OF
E. L. McDOUGAL
1401 AMERICAN BANK BUILDING
PORTLAND, OREGON

Re: Contents

October 19, 1929

State Highway Commission
Salem, Oregon

Gentlemen:

I have a client who has furnished structural steel to Rigdon Bros., contractors, which went into the construction of the Tualatin Bridge in Oregon.

I desire to file a claim in connection with this matter for my client and would thank you to please be good enough to give me particulars so that I can draw the proper affidavits and obtain the proper documents, such as copy of the contract, bond, etc. upon which to predicate the claim.

Yours very truly,

E. L. McDOUGAL

ELM:EK

ANSWERED
10-21

RECEIVED
OCT 19 1929
OREGON
STATE HIGHWAY COMMISSION

them to us in the enclosed stamped envelope.

Thanking you, we are,

Yours very truly,

RAILWAY CLAIM BUREAU

By John L. Olliver
Manager

JJO

Signed and returned June 23-24
PMK

77-23

JOHN L. OLLIVER, MANAGER

PHONE BROADWAY 3761

RAILWAY CLAIM BUREAU

COMPLETE TRAFFIC SERVICE

BOARD OF TRADE BUILDING

PORTLAND, OREGON

June 17, 1924.

Secretary,
Oregon State Highway Commission,
Salem, Ore.

Dear Sir:

We are handling some traffic work for Mr. A. D. Kern, East Water and Salmon Sts., Portland, Ore. who has possession of the following paid freight bills covering carload shipments of sand consigned to the State Highway Commission:

Date	Freight Bill Number	Road	Station	Car Initials and Number	From
8-2-22	937	S.P.	Shedd, Ore.	UP 63500	Morsil, Ore.
8-22-22	2206	"	Newberg, Ore.	" 63071	" "
9-5-22	1116	"	Shedd, Ore.	" 63374	" "
9-26-22	3342	"	Newberg, Ore.	" 63512	" "

It is our intention to file claims for overcharge in freight charges on these shipments, and in order that refunds may be made to Mr. Kern direct, we shall appreciate it very much if you will sign the attached forms of assignment and return them to us in the enclosed stamped envelope.

Thanking you, we are,

Yours very truly,

RAILWAY CLAIM BUREAU

By John L. Olliver
Manager

JJO

signed and returned June 23-24

A. D. KERN
EXCHANGE BUILDING
PORTLAND, OREGON

#581-134Pa

TELEPHONE
BROADWAY 6755

ATTENTION OF

SUBJECT

PR 73

January 29, 1924

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:-

We are advised by our bondsman on contract No.581, Newberg-Multnomah County Line Section of the West Side Highway in Washington-Yamhill County, that a claim of DeHaven & Son of McMinnville, Oregon is still pending in the amount of $1592.87, we beg to advise that this claim was settled last Novehber and we have today written DeHaven & Son asking them to so advise you.

Trusting that this matter will be adjusted without delay, and that voucher for final estimate will be issued shortly.

Yours truly,

A. D. KERN

RECEIVED
JAN 30 1924

RMc.-M

NOTED
H. B. GLAISYER

-34 PA

-K-2

Jan. 23, 1924.

A. D. Kern,
519 Exchange Bldg.,
Portland, Oregon.

Dear Sir:

In reply to your letter of December 27th, 1923, addressed to Mr. Collier. I am sending you herewith a statement prepared by Mr. Collier, showing the number of batches laid during each of the years 1922 and 1923 from each of the three plants of binder material segregated to show that used in widening and that used on top of the old pavement and of base material used on top of the old pavement at broken places and as base on the Vetaw and Hunt line changes.

To this list is appended data showing the amounts of asphalt used in the different mixtures and accompanying it are copies of letters relating to the arrangements for the use of standard base mixture and the price therefor.

You will recall that the furnishing for that portion of the binder material used for widening of a mixture slightly richer in asphalt than was required for binder placed on top of the old pavement was not required by the specifications, but was permitted at your request, and upon your statement that you preferred to furnish such richer mixture at your own expense. This binder mixture used for widening, while somewhat richer in A. C. than the binder placed on top of the old pavement, did not contain more asphalt than was prescribed in the specification for binder material, and not as much as might have been required under the specifications.

From Mr. Collier's statements in the letters attached, supplemented by a thorough discussion of the matter with him, it is not believed that the use of this different mix for widening from that used on top of the pavement was the cause of any appreciable, additional expense in the laying, since the entire output of the plant was handled with a standard crew which would have been used in any event.

You will note that the amount of standard base mixture included in your final estimate, 2,698½ batches, covers not only the 1,536 batches used in base on the Vetaw and Hunt line changes, but also 1,162½ batches used on top of the pavement over broken sections.

which uses are the only ones contemplated at the time the arrangements for a special price for base mixture were made. This is shown clearly by Mr. Collier's letter of June 7th, 1923, copy of which is in the file herewith.

In view of these circumstances, I do not feel justified in approving your claim for the increased price on any of the bituminous material used for the narrow widening strip along the edge of the old pavement.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

W. D. Clarke,
Division Engineer.

WDC:ER

CC File

Enclosure

Newberg-Multnomah County Line Paving

McMinnville Oregon Dec 29 1923

A D Kern

Exchange Blg Portland Oregon

Dear Kibbe;

Your letter of Dec 27 in regard to Final Estimate on Newberg- Multnomah County Line Paving has been referred to Division Engineer W.D Clarke. I sent in your finals on August 30 1923 and have heard nothing from them since.

Yours Truly

E.D Lawrence

Resident Engineer

cc Mr W D Clarke

TELEPHONE
BROADWAY 6725

ATTENTION OF

SUBJECT

Portland, Ore.
December 27-23.

Mr E.A.Collier,

Mc Minnville, Ore.

Dear Sir;-

We have received the final estimate for paving the highway from Newberg to the Multnomah County line but note that no allowance has been made for paying the additional price per batch for base that was put along the edge of the old pavement instead of using the binder mix.

I feel that the State benefited by this and should allow us the base price for same. Will ask that you furnish us with the number of batches used for this work and if you are not in a position to recommend same will take it up with Salem.

Yours very truly,

A. D. Kern
By G C Kibbe

CD.

CONCRETE FOR PERMANENCE

PORTLAND CEMENT ASSOCIATION

A NATIONAL ORGANIZATION TO IMPROVE AND EXTEND THE USES OF CONCRETE

ATLANTA	DES MOINES	LOS ANGELES	PARKERSBURG	SAN FRANCISCO
BOSTON	DETROIT	MILWAUKEE	PHILADELPHIA	SEATTLE
CHICAGO	HELENA	MINNEAPOLIS	PITTSBURGH	ST. LOUIS
DALLAS	INDIANAPOLIS	NEW ORLEANS	PORTLAND, OREG.	VANCOUVER, B.C.
DENVER	KANSAS CITY	NEW YORK	SALT LAKE CITY	WASHINGTON, D.C.

GASCO BUILDING

PORTLAND, OREG. December 6, 1923

PR*73

Roy A. Klein, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RECEIVED
DEC 7 1923
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

This will acknowledge receipt of and thank you for your letter of November 27, in answer to my letter of November 19, regarding amounts paid to contractors in connection with the resurfacing of the Multnomah County Line-Newberg Section of the West Side Highway.

Yours very truly,

Hans Mumm, Jr.
District Engineer

HM*R

PR 73

November 27th, 1923.

Portland Cement Association,
Gasco Building,
Portland, Oregon.

Attention Mr. Hans Buhm, Jr.

Gentlemen:

We have just now found time to reply to your letter of November 19th, making inquiry in regard to the amounts paid to contractors in connection with the resurfacing of the Multnomah County Line-Newberg Section of the West Side Highway.

The final estimate to A. D. Kern amounted to $251,505.76, and the final estimate to Cummins and La Pointe amounted to $102,605.04.

Our next financial report will not be issued until sometime after the first of the year, at which time it will be made up in the form of an annual report covering our operations during the year 1923. No financial report has been issued since the one of August 31, 1923, copy of which you have.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By HANS BUHM JR.

Office Engineer.

JHB:TW

CONCRETE FOR PERMANENCE

PORTLAND CEMENT ASSOCIATION

A NATIONAL ORGANIZATION TO IMPROVE AND EXTEND THE USES OF CONCRETE

ATLANTA, BOSTON, CHICAGO, DALLAS, DENVER, DES MOINES, DETROIT, HELENA, INDIANAPOLIS, KANSAS CITY, LOS ANGELES, MILWAUKEE, MINNEAPOLIS, NEW ORLEANS, NEW YORK, PARKERSBURG, PHILADELPHIA, PITTSBURGH, PORTLAND, OREG., SALT LAKE CITY, SAN FRANCISCO, SEATTLE, ST. LOUIS, VANCOUVER, B.C., WASHINGTON, D.C.

GASCO BUILDING

PORTLAND, OREG. November 19, 1923

RECEIVED
NOV 20 1923
STATE

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

In the last financial report, August 31, 1923, under betterment and renewals, I notice that the total amount of money paid out to the contractors for resurfacing with concrete a portion of the Multnomah County Line-Newberg section of the West Side Highway was $113,231.45.

This seems to indicate that the work has been paid up in full, as far as the contract for the concrete resurfacing is concerned.

Under the same heading, the bituminous paving contractor seems to have been paid only a portion of the total estimated cost of $265,000. I am wondering if at this time the total amount has been paid the contractor who laid the bituminous resurfacing, and if so what the total amount is.

I would like to have a new financial report which would be up to October 31.

Thanking you in advance for this information, I am

Yours very truly,

Hans Mumm Jr.

HANS MUMM JR.
District Engineer

HM*R

ANSWERED
S. H. Probert

REFERRED TO
Probert
BY R. A. K.

OREGON STATE HIGHWAY COMMISSION

November 27th, 1925.

A. D. Kern,
519 Exchange Bldg.,
Portland, Oregon.

PR #73

Dear Sir:

We are handing you herewith our invoice in the amount of $28.30, covering cost to the State for rolling the shoulders to the new bituminous pavement recently completed by you between Newberg and the Multnomah County Line.

As the Newberg job has been finalled we are planning to deduct the amount of this charge from your estimate for the Tangent-Shedd work, but if you would prefer, it will be acceptable to us to receive a cash remittance.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

SHP:TJ

Enclosure.

COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

McMinnville Oregon Nov 23 1923

Mr S H Probert

Office Engineer State Highway

Salem Oregon

Dear Sir;

Your letter of Nov 21st in regard to charges against Kerns Contract No 581 at hand. Payroll charge was for driving State truck No 265 rolling shoulders and gas & oil $1.92 covers supplies for truck. Both of these items were properly charged against Kerns and he should also have been billed for 2½ days rental on our truck.

Yours Truly
E A Collier
Resident Engineer

November 21st, 1923.

Mr. E. A. Collier,
Resident Engineer,
McMinnville, Oregon.

PR 73

Dear Sir:

In checking over the charges against the A. D. Kern job between Newberg and the Multnomah County Line, we find under the August payroll two and one-half days time of B. F. Lane, truck driver, amounting to $12.00, which evidently should have been deducted from the contractors estimate, as it was charged against account number 536.

There was also a small bill for gas and oil in the amount of $1.92, which like the payroll came in too late to be deducted from the contractor's estimate.

Will you please advise us of the work that B. F. Lane was doing for A. D. Kern, in order that we may intelligently make up the bill?

Even though final payment has been made on 34 PA, I think we will be able to make the deductions on one of his going contracts.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

(Dict. by L. E. Parsons / TW)

October 11, 1923.

Mr. Earl Hamitz,
Newberg, Oregon.

PR #73

Dear Sir:

Reference is made to your letter of October 8th, stating that the amounts allowed you under vouchers drawn in payment for the grading work performed on the West Side Highway, are short $8.00.

In this connection, we have to advise that the $8.00 referred to is a reduction made on account of an error of twenty cubic yards made by Mr. Collier in computing the quantity of excavation handled. This error was found when the final quantities were checked in this office.

The vouchers as prepared cover the full amount due you.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

SHP:TW

RECEIVED
OCT 1923

Kind sir

According to ours we are $5.00 short. and we spoke to Mr Collins and he said we have it coming. so Please let us hear and why the $5.00 are held back

Obliged
Carl Wranitz
Richard Knapft.

ANSWERED
S. H. Probert

PR 73

October 10, 1923.

A. D. Kern & Company,
519 Exchange Building,
Portland, Oregon.

Gentlemen:

At the meeting of the Highway Commission on September 25th your request for an extension of time on contract No. 581 was considered and the following action taken by the Commission:

"A. D. Kern requested an extension of time to September 15, 1923 on contract No. 581, which is the Newberg-Multnomah County Line Section of the West Side Highway. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission."

Very truly yours,

State Highway Engineer.

RAX:LM

DeHaven & Son Hardware Company

October 6th, 1923.

Bureau of Public Roads,
Portland, Oregon.

PR - 73

Gentlemen:

Herewith we are enclosing four copies of Final Voucher on the Newberg-Multnomah County Line Section, Oregon Project No. 73, in the amount of $23,588.26.

This voucher supercedes the one previously sent you for $23,668.79. It has been corrected to show the item of Bituminous Base at the price approved by your office, and we have also added additional engineering items to take up as much as possible of the resulting decrease in the Federal Aid.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

(Dict. by J. M. DeSouza / TW)

Enclosure.

#581-340.A.

WM. DEHAVEN, President — PHONE RED 6 — W. G. DEHAVEN, Secretary

DeHaven & Son Hardware Company

Hardware and Farming Implements

Automobiles and Accessories

McMinnville, Oregon,

RR 7-3

January 30, 1924

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

Please be advised that the claim filed by us against A.D.Kern for the sum of $1592.87 has been paid in full.

Yours truly,

WD:B

DeHaven & Son Hardware Company.

RECEIVED JAN 31 1924

NOTED

DeHaven & Son Hardware Company

Hardware and Farmers Implements

CR 73

September 22, 1925.

DeHaven & Son Hardware Company,
McMinnville, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of the 21st inst. enclosing your claim against the A. D. Kern Company for labor and material furnished to them in connection with their contract for paving work between Newberg and the Multnomah County Line.

If you have not already done so, would suggest that you file your claim with the surety furnished on the bond, which in this instance is the Hartford Accident & Indemnity Company, 601-605 Spalding Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RBG:LM

PHONE RED 6 W. G. DEHAVEN, Secretary

DeHaven & Son Hardware Company

Hardware and Farming Implements

Automobiles and Accessories

McMinnville, Oregon,
September 21, 1923

State Highway Commission,

Salem, Oregon.

Gentlemen:

Find inclosed our claim against A.D.Kern on Tigard Road.

Please file the same.

Yours truly,

ANSWERED H. B. G.

WD:B

DeHaven & Son Hardware Company.

Highway in Oregon, and the surety or sureties upon said bond, whose names are to the claimant unknown.

Said labor and materials were furnished on and between May 17, 1923, and

SEP 22 1923

NOTICE OF CLAIM

McMinnville, Oregon; September 21, 1923

To: StateHighway Commission of Oregon

Salem, Oregon.

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED, W. M. DeHaven & Son, has a claim for labor and materials in putting shoulders upon that portion of the West Side Pacific Highway in Washington County, Oregon, commonly known as the Red- Tigard road, in the sum total of $2,092.87, less the sum of $500.00 paid on account thereof on September 13, 1923, or a balance of $1592.87, against the bond taken from A.D.Kern, original contractor with the State Highway Commission of Oregon for the re-surfacing of 12 2/10 miles, of the Newberg-Multnomah County Line Section of the West Side Pacific Highway in Oregon, and the surety or sureties upon said bond, whose names are to the claimant unknown.

Said labor and materials were furnished on and between May 17, 1923, and August 14th, 1923, when the work was completed.

W. M. DeHaven and Son

By: W. M. DeHaven

#581- Newberg - Multnomah County Line Section
Washington + Yamhill Counties.
Hartford Accident + Indemnity Co.
601-603 Spaulding Bldg. Portland Ore.

SEP 22 1923

NOTICE OF CLAIM

McMinnville, Oregon; September 21, 1923

To: StateHighway Commission of Oregon

Salem, Oregon.

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED, W. M. DeHaven & Son, has a claim for labor and materials in putting shoulders upon that portion of the West Side Pacific Highway in Washington County, Oregon, commonly known as the Reed- Tigard road, in the sum total of $2,092.87, less the sum of $500.00 paid on account thereof on September 13, 1923, or a balance of $1592.87, against the bond taken from A.D.Kern, original contractor with the State Highway Commission of Oregon for the re-surfacing of 12 2/10 miles of the Newberg-Multnomah County Line Section of the West Side Pacific Highway in Oregon, and the surety or sureties upon said bond, whose names are to the claimant unknown.

Said labor and materials were furnished on and between May 17, 1923, and August 14th, 1923, when the work was completed.

W. M. DeHaven and Son

By: W. M. DeHaven

#581- Newberg - Multnomah County Line Section
Washington & Yamhill Counties.
Hartford Accident & Indemnity Company.
601-603 Standard Bldg. Portland Ore.

September 22, 1925.

Hartford Accident & Indemnity Co.,
601-605 Spalding Building,
Portland, Oregon.

GR73

Gentlemen:

This letter is to advise you as surety on the bond furnished by A. D. Kern in connection with his contract for resurfacing the Multnomah County Line-Newberg Section of the West Side Highway in Yamhill County, that there has today been filed in this office by Dellaven & Son Hardware Company of Hillsboro, Oregon, a claim in the amount of $1,892.87 for labor and materials furnished A. D. Kern in connection with this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RKC:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

September 19, 1923.

RECEIVED
SEP 20 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Referring to telephone conversation with your office today we are returning herewith for correction four copies of final voucher on Oregon 73, Newberg-Multnomah County Line section.

Yours very truly,
C. H. PURCELL, District Engineer,

By [signature]

Screenings on it. It would largely protect the roads

3 NPA PR 73

Sherwood Org Route #1.
Sep 17. 23

RECEIVED
SEP 20 1923
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Comm.
Salem Oregon

Gentlemen I duly received Mr. Clarks letter of Sep 10. in re. Expenditure of $.50 for Gravel

NOTED
W. D. CLA...

Please indulge me a moment, as I do not like to be misunderstood even in so small a matter.

Mr. Clark says "was definitely understood as my personal obligation at the time"

Let us see about this. When you began using the privately made road as a detour. knowing how roughly they have been used (Sherwood appreciated that. so you paid quite a sum on the "", an accepted County road before you could use it) & at once saw the Gate keeper and he said they were using it, and probably would for quite a while; he said the Supt. was up the road a ways. so I walked up there and he said they were using the road. so we went over the matter of protection &c. &c.

I said to him If you were to put a load of Screenings on it. it would largely protect the road

which was almost new, and in fine condition.

He said "the Engineer is up the road a piece, & will go see him," and off he went in his Auto.

I did not see the Engineer at all and the Supt only this once. I heard nothing more and I did nothing more. a few hours after a load of screenings came down and was put on the road.

I did say to the Supt. "Rather than have the road ruined I would pay for the covering."

Not much of a "definite understanding" that!!

I paid the bill, believing it simply a matter of accounting between myself and your good selves.

I suggested the Gravel but did not authorize it.

You and you only, were the cause of the Expenditure. Had you kept off the road, the gravel would not have been used for it was not needed nor wanted.

The farmers, being losers on every hand are rather careful about even so small expenditures. So in this case do as seemeth the good. You have the matter as it occurred and I shall annoy you no more.

Respectfully Yours

E. Quackenbush

September 15, 1923.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

FR 75

Dear Sir:

Herewith we are enclosing four copies of final vouchers on the Newberg-Multnomah County Line Section, Oregon Project No. 75 in the amount of $23,619.37.

This voucher is accompanied by quotations giving supplementary unit prices, certificate regarding liquidated damages, and copy of contract agreement for grading the Hunt Cut-off, in addition to the field estimates.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeSousa
AP
Enclosures.

~~34PA~~

OR-713

September 10, 1925.

Mr. A. D. Kern,
Exchange Building,
Portland, Oregon.

Dear Sir:

With respect to your letters of July 30 and August 16, 1925, requesting extensions of time on your contract # 581 for paving of the Newberg-Multnomah County Line Section, to August 15th and September 15th, respectively.

Inasmuch as no action was possible by the Commission on the earlier application until after receipt of the later one, it would seem unnecessary to have both applications submitted as the later one would cover the entire situation.

It will be necessary, however, to have the written consent of your surety to this application, and it is returned to you herewith, for that purpose.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Division Engineer.

WDC:AP

Enclosure.

FORM SA 61700 SM-6-23

WILLIAM DUBY, SALEM, CHAIRMAN
M. B. VAN DUZER, PORTLAND
W. M. [illegible], CORVALLIS
} COMMISSIONERS

34P 105
PR-73

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 18 1923
OREGON
STATE HIGHWAY COMMISSION

Newberg Oregon August 15 1923

Mr W D Clarke

Division Engineer State Highway

Salem Oregon

Dear Sir;

The following quantities of base mix have been laid on the Newberg Mult. Co Line Reconstruction Since June 1 this year.

Item "A"	At Hunts and Votaw	1536 batches -
"B"	Sta 255 to sta 467	3429 batches -
	Total	4965 batches.

About June 1 Kerns was objecting to using base in place of binder clear across pavement at same price.

The following quantity was so used this year.

May 18	273	
May 21	165	batches
31	178½	"
June 1	262½	"
4	94½	" } included in Item B
5	189	"
Item "C" Total	1162½	batches.

I understand Kibbe last fall suggested as better practice and offered, to put in base along edge of old pavement. It seems fair to me to pay them base price for items A and C and I have so made August 15 estimate. Please advise me if this is satisfactory.

Yours Truly
E.A.Collier
Resident Engineer

NOTED
W. D. CLARKE

34PA
C923

September 10, 1923.

Mr. E. Quackenbush,
Sherwood, Oregon.

Dear Sir:

Referring further to your letter of August 11, presenting a claim for $8.50 for rock placed upon the road in front of your place.

The report of our Resident Engineer is to the effect that the detour over the road in question was used only a very few days and at a time when it did no appreciable damage to the road; that the question of payment for the rock was discussed before it was placed, and that he made it clear at that time that it was to be paid for by you, and not by the Highway Department.

It is not the practice of the Department to expend State Highway funds upon side roads, even when being used as detours, except in those cases where it is absolutely necessary to maintain such roads in passable shape for the temporary traffic, and even in such instances as have occurred in your vicinity, a considerable portion of the expense has been paid by contractors or the County, or both.

Under the circumstances therefore, we do not see our way clear to make reimbursement of an expense which was definitely understood at the time of its being incurred, to be your personal obligation.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Division Engineer .

WDC:AP

Bid price for [redacted] @ 3.07 [redacted]

Kerns offer for [redacted] 3.75

.68

Diff in cost.

Substitution of dust @ 2^{cc} instead of sand @ 7^{cc} = .06 per batch

Additional A.C. 50 - 53 lbs instead of 40$^{\#}$ = .12 " "

Additional sand over average for binder

Unit @ 70 - 10 = .40 " "

.58

9

.67

15%

Spec. for binder call for 4% - 6% A.C.
so the 12$^{\#}$ for A.C. could have been
req'd. anyway but average actually used
was 40$^{\#}$

As further offset against the 6$^{\#}$ extra
cost is use of 110 C.y. 2" rock which
would otherwise have been wasted @ 2^{cc} per C.y.

Additional haul cost would only apply
to Item A.

PORTLAND
CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 29 1923
OREGON
STATE HIGHWAY COMMISSION

Newberg Oregon August 28 1923

Mr W D Clarke

Division Engineer State Highway

Salem Oregon

Dear Sir;

Refering to your letter of August 20 with attached claim for $8.50 by Mr E Quackenbush for rock placed on detour road near Tualatin River bridge will report the facts in his letter are all correct. The road was dry and hard in July and I did not think any protection was necessary for the few days we used it.

However Mr Quackenbush wanted the rock put on at once, the road is right in front of his fine big house, so I got Catterlin to put it on right off and tdld him Quackenbush was to pay for it and not the Highway Dept.and got him to put it on for $8.50 instead of $13.13 the contract price at $3.75 per yd.

On Middleton detour which was used two months in middle of the winter we paid half the cost of rock to maintain road in a fairly passable condition only. The Contractor paid other half, the County graded,spread and rolled and will have to put more rock on now to put road in good shape. On Chamberg road used two months we put one load rock and County took out corduroy and graded some. No other rock was put on detours.

Yours Truly
E A Collier Res Engineer

FORM S. 21027 SM-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MACDONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

August 20, 1923.

Mr. E. Quackenbush,
Sherwood, Oregon.

Dear Sir:

This will acknowledge receipt of your letter of August 11, making a claim for $8.50 for payment for three and one-half yards of rock placed on a detour road near Tualatin River.

The matter has been referred to our Resident Engineer in charge of that work for investigation, and you will be further advised upon receipt of his report.

Very truly yours,

ROY A. KLEIN
State Highway Engineer .

By

Division Engineer .

WDC:AP
CC Mr. E. A. Collier, Res. Engr.,
Newberg, Oregon.

RECEIVED
AUG 29 1923
OREGON
STATE HIGHWAY COMMISSION

SHERK CO.

PHONE 14-2

DEPT. STORE

Customer

Sherwood, Oregon, 6/12 192

Sold to

Tator Bridge

3½ yds 5,50

Screenings

P. Gibson

D. H.

Hebb

1 25

Box. Eggs at

Lbs. Butter @

Cash

Total Credits

Bal. Credits

Am't Pur. 3 50

Total

Credits

Amt Due

Office of
Investment Company,
E. Quackenbush, Prest.

Portland, Oregon, Jul 13 1928

RECEIVED OF E Quackenbush

Eight 50/100 Dollars,

for 3½ yards fine crushed rock placed on a side road used as highway detour to save road from destruction.

$

W. F. Watters

E. Quackenbush
Route One
Sherwood, Oregon

RECEIVED
AUG 1 1923
STATE ..... Avalon Villa

August. 11. 23.

State Highway Commission. Salem. Ore.
Gentlemen

Highway Detours on Newberg Highway:
near the Covered Bridge over Tualatin River.
there is a short road, say half a mile,
leading from the bridge to the Tualatin Road, thence
back to the Highway. This road the County has
refused to accept. Hence refused to improve.

The County finally said if you people
will raise the money, we will do the work.

We came together and raised the money
to macadam a part of it. So it is practically
a Private road.

When they began using it as a detour,
I saw the gentleman in charge, and told him
we had no objection to their using the road,
provided it was left in as good order as when
they began and suggested that a load of gravel
(screenings) would hold it down. but if I must
pay for it, I would rather than have the road ruined.

He at once saw the Engineer who happened to be
here, and in a couple of hours the gravel was put on.

She would not have needed it but for the detour, as
the road was new. I enclose the bill I paid Mr.
Catterlin. trusting that as you have paid in similar
cases, even on regular County Roads, you will be willing to
allow and pay this bill of $8.50 Yours E. Quackenbush
Thanking you in anticipation.

August 20, 1923.

Mr. H. Quackenbush,
Sherwood, Oregon.

Dear Sir:

This will acknowledge receipt of your letter of August 11, making a claim for $8.50 in payment for three and one-half yards of rock placed on a detour road near Tualatin River.

The matter has been referred to our Resident Engineer in charge of that work for investigation and you will be further advised upon receipt of his report.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Division Engineer

WDC:AP

CC Mr. E. A. Collier, Res. Engr.,
Newberg, Oregon.

Form No. 39.

NOTED
R.A.K.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 25 1923, 192...

Job Name Newberg-Multnomah County Line
Bituminous Resurface

Week from 8/19 to 8/25

Highway West Side

Mail Address Newberg Oregon

County Yamhill&Washington Job Prefix 34PA

Telegraph or Telephone Address Black 23 Newberg

Express and Freight Address Newberg

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Finished putting rock on shoulders except at Hunts.

Gang working on shoulders raking and putting on dirt.

Rolled shoulders with truck roller.

Raked Tigard shoulders and put some dirt on in rockey places.

Saturday have state truck hauling old hot stuff to Hunts.

Wright sent to Reiter at Hills boro Monday afternoon and Lucas reports back for rock checker.

NOTED
W. D. CLARK

(See back of this sheet for instructions and detailed information.)

Signed E A Collier Res Engineer

Title

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 12 35

Miles paving completed 12 35

Average daily sq. yds. this week 0

Miles shoulders completed both sides 12.

Contractor's average force for week 8 .....men,

.....teams, 1 .....trucks

Percentage of total required yardage now in place 100

Job will be completed about August 29 1923

Number men in Engineering Party 2

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 34PA *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
AUG 20 1923
OREGON
... COMMISSION

Date August 18 1923, 192

Job Name Newberg-Multnomah County Line
Bituminous Resurface

Week from 8/12 to 8/19

Mail Address Newberg Oregon

Highway West Side

Telegraph or Telephone Address Black 23 Newberg

County Washington&Yamhill Job Prefix 34PA

Express and Freight Address Newberg

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Put rock on 3 miles of shoulders this week and have 4000 feet left. Expect some more rock in on Sunday nights freight.

Should finish shoulders and cleaning up next week.

Released P A Lucas the 19th.

Have started hauling old pavement from Newberg bridge to Hunts. Costs $1.75 to load and haul which beats $3.75 for rock and is better.

No detours or delays.

R R Co has built unloading platforms at Votaw undercrossing but have started nothing else.

NOTED R.A.K.

Final records will go in the day they finish up.

NOTED W. C. CLAS

Signed E A Collier Res Engineer

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 12.35

Miles paving completed 12.35

Average daily sq. yds. this week 0

Miles shoulders completed both sides 5.5

Contractor's average force for week 8 *men,*

1 *teams,* 3 *trucks*

Percentage of total required yardage now in place 100

Job will be completed about August 25 1923

Number men in Engineering Party 2

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 34PA *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

OR-13

July 13, 1923.

RECEIVED
JUL 14 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Building.

My dear Roy:

I am enclosing a letter received from P. M. Boose and others of Sherwood. I wish you would investigate this matter and if a wrong has been done correct it. Communicate directly with the writers.

Very truly yours,

Walter M. Pierce

Governor

Enc.
Walter M. Pierce
A. B.

7/27/23 Contractor at fault in this matter. He is making proper repairs and it is expected they will be completed this week.
Res. Engr in touch with property owners – No reply necessary. WDC.

Sherwood, Oregon,
July 7th, 1923.

34PA
PR-73

Governor Pierce,
Salem, Oregon.

Dear Sir:-

In the fall of 1921, we were compelled by the State Engineer to buy and lay tile in the highway in front of our real property fronting on said highway in order to make a driveway into our residences. The Construction Co.,now repairing the highway between Tigard and Newberg at the Tualatin Bridge, against our protests drove their heavy engine or roller over said tiling and crushed said tiling, necessitating the buying and laying of new tiling to replace the same. We protested vigorously against the driving over said tiling by said Co.,and informed them that the would crush the tiling but they refused to heed our protests. We have demanded that they replace the tiling. They agreed they would do so but have gone away and failed to do as they agreed. We understand that they have done damage to other parties along the highway and have treated the parties damaged in the same way they have us, that is, they promise to repair the damage but never do so.

We hereby request you to have the State Engineer repair the damage done to us, and compel said Construction Co, to pay for the same, as it seems we are powerless to secure any action from said Co.,and we consider it an outrage that said Co.,should be allowed to treat the farmers along the highway in the manner they have treated us.

Trusting that you will give this matter your immediate attention, we remaind

Yours very truly,

P.S. Address Sherwood, Oregon, Route 1.

P. W. Boese
Jno. Jurgens
Farmers
Crohn

At the Yoder change, however, where there is no grading contract, all charges will have to be made to the paving contract; and in the case of both the Yoder and Hunt changes, the paving should, of course, be charged to 34 PA, as you suggest, rather than to 34 PA-1 since it is to be bituminous rather than concrete pavement.

Very truly yours,

Division Engineer

WDC:AP

July 16, 1928.

Mr. H. A. Collier,
Resident Engineer,
Newberg, Oregon.

PR#73

Dear Sir:

Referring to note attached to your Quantity Summary Sheet of July 16 for 34 PA-1:

All charges in connection with the grading of the Hunt Cut-off, including culvert work done by State Forces, should be made to 34 PA-2, that being the number which was assigned to the Knapp-Mannitz Contract.

At the Vetaw change, however, where there is no grading contract, all charges will have to be made to the paving contract, and in the case of both the Vetaw and Hunt changes, the paving should, of course, be charged to 34 PA, as you suggest, rather than to 34 PA-1 since it is to be bituminous rather than concrete pavement.

Very truly yours,

Division Engineer

WDC:AP

Abstract of Compression Tests on Concrete Cylinders

Newberg-Multnomah County Line Concrete Resurface.

No	Sta	Date	7 day lbs	28 day lbs.	
1	579	10/27/22	1415	2830	
2	575	28	1627	3255	
3	570	30	990	2547	
4	564	31	1274	-	
5	557	11/ 1/	1486	1830	
6	551	2	1839	2406	
7	589	3	-	3537	
8	590	4	1980	3113	
	Average		1516	2728	-
9	703	11/16	1486	2830	
10	699	17	1415	2971	
11	693	18	1274	2406	
12	690	20	848	2265	
13	686	22	1274	1839	
14	677	28	990	2192	
15	674	29	1132	-	
16	668	12/ 1	1450	2547	
17	661	4	-	3113	
18	657	21	-	3537	
19	654	22		3537	90 day 5395
	Average		1244	2717	-
20	510	30		2547	
21	508	1/ 2/23		1839	-90 day cylinder did not break at 5390#
22	506	5		2617	
23	503	9		1910	" " " " " " " "
24	516	2/ 7		2476	
	Average			2278	-
26	573	23	1203	2688	
27	569	24	919	2476	
28	559	26		3185	
29	579	28		2688	
30	584	3/ 1		1415	90 day 3537#
	Average		1061	2490	
31	654	9		4130	
32	718	13	2335	1910	
34	708	15	1203	3700	
36	697	19	2050	2688	
37	688	20	1768	2192	
38	676	23	848	2688	
39	663	24	1980	2547	
	Average		1700	2856	
43	28	4/2/23	1486	3185	
44	23	3	1839	4130	
45	19	4	1697	-	
46	16	5	1309	2476	
47	11	6	1627	3396	
48	6	7	1203	2017	
	Average		1510	3160	
49	517	11	1697	2476	
50	521	12	-	3537	
51	709	18		4440	
52	712	19		3396	at 14 days
53	715	20	2050	5370	
54	176	3/2	1698	2476	
55	172	3	2265	4300	
56	169	4	2300	3255	
57	29	7	1486	2370	
58	25	8	2050	3396	
59	21	9	1945	-	
60	13	10	2265	2617	
61	7	11	1980	3890	
62	5	12	2335	2192	
	Average		1992	3332	
Average for all tests			1595	2874	

JUL 24 1923

REFERRED TO
W D C.....
B A K.

NOTED
W. D. CLARKE

FORM SA 81918 SM-8-23

R. A. BOOTH, EUGENE, CHAIRMAN
WILLIAM DUBY, BAKER
H[illegible]N DUZER, PORTLAND
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 11 1923
COMMISSION

Newberg Oregon July 13 1923

Mr W D Clarke

Division Engineer State Highway

Salem Oregon

Dear Sir;

Enclosed find Final Estimate for Contract 589 and Quantity Summary, Data For Division Engineer and Force Account Record. Under seperate cover am sending 5 books of cross sections, showing computation of all quantities shown on Estimate and 5 books of Material Receipts. Should they not be clear or any serious difference appear during checking I will be glad to give more information or come in to the Salem Office.

The average thickness of concrete laid on the different strips is as follows;

Multnomah Hill	0.65 ft thick
Tigard	.66
Cemetery	.67
Votaw	.64
Rex	.63 ft thick
For the Job	.645

NOTED
W. D. CLARKE

Yours Truly
E A Collier
Resident Engineer

They will finish shaping shoulders July 16th

CONTRACT # 581,
589,

PR 73 Multnomah County Line-Newberg 1922

581,589 Folder # 1

A. D. KERN
EXCHANGE BUILDING
PORTLAND, OREGON

TELEPHONE
BROADWAY 6725

ATTENTION OF

SUBJECT

RECEIVED
JUN 29 1923
STATE HIGHWAY COMMISSION

PR#73

June 28, 1923.

Mr. Roy Klein,
State Engineer,
Salem, Oregon.

Dear Sir:

In order to allow State forces to redeck trestle on Newberg County Line Paving Contract, we had to move our forces to the north end of Contract.

We have about two weeks' work north of bridge, and then it will be necessary to cross bridge to complete pavement south of bridge; and unless bridge is completed by that time, we will be put to a great deal of expense.

So we respectfully ask that the redecking be hastened, and all force possible be put to work on the bridge.

NOTED
W. D. CLARKE

Yours very respectfully,

A. D. KERN.

BY A. D. Kern

ADK:H

REFERRED TO
B & A. K.

Ryd and Ven to WDC
RMK
Noted WDC

FORM 8A 8/8/23 2M-8-23

R. A. BOOTH, EUGENE, CHAIRMAN
WILLIAM DUBY, BAKER
HENRY VAN DUZER, PORTLAND
COMMISSIONERS

324 P.A

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Onion Flat bridge

NOTED
W D. CLARKE

Newberg Oregon June 15 1923

Mr W D Clarke

Division Engineer State Highway

Salem Oregon

RECEIVED JUN 16 1923 STATE ...

Dear Sir;

We should finish paving here in six weeks and it is essential that repair work on Onion Flat bridge be expedited. The sooner this work starts and is finished the better it will suit us. Please inform me when Bridge Dept will start on this so we can figure when to start laying headers at Jergens.

If examination of Marys River bridge shows up well suggest four new stringers perhaps only 4" wide and 4"x12" decking. Best days run on Tualatin bridge 39 lineal ft of laminated decking laid. Will take 14 days to lay Onion flat and think 4"x12" can be laid in 3 days. 700 cars at 10 cents besides anguish for making detour is $70. every day bridge is closed to traffic.

Yours Truly

E A Collier

Resident Engineer

3 4 PA

June 6, 1923.

Mr. E. A. Collier,
Resident Engineer
Newberg, Oregon.

73

Dear Sir:

The enclosed letter from A. D. Kern received this morning is evidently their reply in connection with the proposed substitution of base mixture for binder mixture on those sections of the Newberg-Multnomah County Line Section where complete new five inch pavement is to be laid, and such other sections as require the use of dust and a higher percentage of AC in the binder material than provided in the specifications for our regular binder mixture. You will note, however, that the letter reads "to substitute wearing surface mixture for binder mixture" instead of base mixture.

Whether this is simply a mistake in wording or whether the figure of $3.98 is actually intended to cover wearing surface mixture should be determined, and if so, corrected before acceptance of the price is made.

Very truly yours,

Division Engineer.

WDG:AP

Form No. 39.

NOTED
R.A.K.

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
JUL 2 1923
STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

Date July 1 1923, 192

Job Name Newberg-Multnomah County Line
Bituminous Resurface

Week from 6/24 to 7/1

Mail Address Newberg Oregon

Highway West Side

Telegraph or Telephone Address Black 23 Newberg

County Yamhill&Washington Job Prefix 34PA

Express and Freight Address Newberg

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Laid 2560 feet pavement this week including the gaps at each end of the Tigard Concrete and at Tualatin Bridge.

Bridge gang working on Onion flat bridge.

Detour Going North turn left at Six Corners and follow signs 5 miles to Concrete pavement 1½ mile south of Tigard.

Going south turn left at Jergens park through Tualatin and back to Highway at Six Corners . Both detours in fair shape and in use during working hours only.

NOTED
W. D. CLARKE

Signed E A Collier Res Engineer

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 12.62

Miles paving completed 10.1

Average daily sq. yds. this week 855

Miles shoulders completed both sides 5.5

Contractor's average force for week 45 .....men,

2 .....teams, 5 .....trucks

Percentage of total required yardage now in place 80

Job will be completed about August 15 1923

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 34PA *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING.
PORTLAND, ORE.

June 22, 1923.

73

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Oregon 73, Newberg Paving

Dear Sir:-

On the voucher covering the period May 16th to June 15th, paving in two strips is given as 33,033. Reference to the monthly estimate indicates that this should be 33,003. The same error occurred in the preceding voucher. The amount involved is too small to justify returning the voucher for correction and it has been forwarded for payment. Please use correct amount for this item on the final voucher.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

FORM SA 31918 SM-9-23

R. A. BOOTH, EUGENE, CHAIRMAN
WILLIAM DUBY, BAKER
H[illegible]AN DUZER, PORTLAND
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Cement Job 34PA1

Newberg Oregon June 8 1923

RECEIVED
JUN 9 1923
OREGON

Mr S H Probert

Office Engineer State Highway

Salem Oregon

PR 73

Dear Sir;

During May we used 7068 sacks of cement and had only a few on hand to begin the month and your abstract of invoices dated June 6th shows total of 5740 sacks during May.

I think the shortage is in the first week in May. Does the Cement Company check your total?. Please advise me on this before the 14th if possible.

Yours Truly

E.O.Collier

Resident Engineer

LaPointe showed me voucher for his May Estimate and as I remember you had charged him for good many less sacks than I turned in on my estimate. I thought you would get more invoices in a few days to make this up. My Inspectors count plus estimate for wet and used elsewhere runs over 51100 sacks.

Books - 38,241.61 Cement 49,891 Sax.
CarlSmith 38.241.61

Print sent Collier the counts date 6/21/23 LP

51.100
49 891
1,209

Mr. H. A. Collier,
Resident Engineer,
Newberg, Oregon.

June 6th, 1925.

PR 73

Dear Sir:

Referring to your note received today, requesting that we advise you the amount of cement charged to Cummins & La Pointe on the Newberg-Multnomah County Line Section, contract #589, we will list below an abstract of the invoices covering the cement charged to this job to date.

Sacks Received	Invoice No.	Date of Invoice	Point of Delivery
200	10694	10-23-'22	Oswego
1,460	10828	10-20-'22	Oswego
1,700	10852	10-31-'22	Oswego
2,820	10961	11-6 -'22	Oswego
90	11047	11-7 -'22	Oswego
1,520	11112	11-17-'22	Oswego
1,360	11125	11-20-'22	Oswego
720	11229	11-23-'22	Oswego
240	11325	11-27-'22	Oswego
1,120	11445	11-29-'22	Oswego
880	11457	12-2 -'22	Oswego
720	11496	12-5 -'22	Oswego
240	11565	12-9 -'22	Oswego
726	11669	12-[illegible]'22	Oswego
1,457	11734	12-[illegible]'22	Oswego
960	11735	12-30-'22	Middleton
776	8	1-5 -'23	Oswego
756	57	1-9 -'23	Oswego
840	425	2-8 -'23	Oswego
168	467	2-14-'23	Oswego
480	500	2-21-'23	Rex
696	501	2-21-'23	Rex
696	502	2-22-'23	Rex
920	503	2-23-'23	Rex
160	504	2-22-'23	Oswego
1,000	546	2-24-'23	Rex
696	547	2-26-'23	Rex
696	590	2-27-'23	Rex
696	594	2-28-'23	Rex

Sacks Received	Invoice No.	Date of Invoice	Point of Delivery
1,240	622	5-1 -'25	Rex
920	625	5-8 -'25	Rex
920	805	5-12-'25	Rex
520	806	5-13-'25	Oswego
920	836	5-15-'25	Rex
694	837	5-16-'25	Rex
80	860	5-16-'25	Oswego
440	861	5-16-'25	Rex
440	862	5-16-'25	Rex
920	871	5-19-'25	Rex
920	909	5-20-'25	Rex
920	910	5-21-'25	Rex
400	955	5-23-'25	Oswego
200	979	5-24-'25	Oswego
680	1010	5-26-'25	Oswego
400	1061	5-27-'25	Oswego
640	1069	5-28-'25	Oswego
590	1104	5-29-'25	Oswego
180	1111	5-31-'25	Oswego
680	1165	4- 2-'25	Oswego
440	1175	4- 3-'25	Oswego
800	1216	4- 4-'25	Oswego
440	1225	4- 5-'25	Oswego
840	1265	4- 6-'25	Oswego
540	1269	4- 7-'25	Oswego
700	1297	4- 9-'25	Oswego
200	1306	4-10-'25	Oswego
620	1311	4-11-'25	Oswego
440	1323	4-12-'25	Oswego
OR 16 sacks	- -	- -	Transfer to 34PA-1-551
1,000	1462	4-16-'25	Rex
240	1466	4-16-'25	Oswego
440	1481	4-17-'25	Oswego
160	1534	4-18-'25	Oswego
80	1561	4-19-'25	Oswego
360	1578	4-21-'25	Oswego
480	1846	5- 3-'25	Oswego
720	1891	5- 5-'25	Oswego
1,970	1955	5- 8-'25	Oswego
480	1983	5- 9-'25	Oswego
1,090	1989	5-10-'25	Oswego
920	2040	5-11-'25	Oswego
110	2085	5-14-'25	Oswego
49,891			

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dict. by L. H. Parsons
HH

RECEIVED
JUN 6 1923
OREGON
STATE HIGHWAY COMMISSION

Parsons;

How many sacks of cement do you have charged up to Cummins and LaPointe on the Newberg- Multnomah County Line Account? My inspectors sack count plus estimated sacks wet and used elsewhere is 51130 sacks but my record of invoices OKed is considerable less. Have all invoices been sent to me? If so I must have failed to make record of some that passed through my hands.

Final will go in about the 15th and want to get this straight.

E A Collier

4990.7
Cu. 16.

[illegible] rock and at Hunts would prefer rock but am not sure it is worth $280. more to us than gravel. Might depend on paving this year or not till next year.

I have asked City to lower water pipe and as soon as they do it if you think best will take out old pavement and finish cut through. Knapp&Namitz have finished up their part.

Please advise me about rock or gravel at Hunts.

Yours Truly
E.A.Collier
Resident Engineer

[illegible]

ROY A. KLEIN
State Highway Engineer

By
Division Engineer.

WEC:AP

3 P A

R A Klein
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Newberg Oregon May 9 1923

Mr W D Clarke
Division Engineer State Highway
Salem Oregon

Dear Sir;

Herewith prices for crushed rock and for gravel to macadamize Hunt and Votaw Cutoffs. We will need for

6"loose,24' wide	at Hunts	400 yds	900 ft long
	Votaw	250 yds	560 ft long

Can get material from eath place that will substantially comply with our subbase specifications. At Votaw would use rock and at Hunts would prefer rock but am not sure it is worth $280. more to us than gravel. Might depend on paving this year or not till next year.

I have asked City to lower water pipe and as soon as they do it if you think best will take out old pavement and finish cut through. Knapp&Namitz have finished up their part.

Please advise me about rock or gravel at Hunts.

Yours Truly
E A Collier
Resident Engineer

Gravel 2.80 2.30
Rock 2.80 Votaw 3.00 Hunts
approved for rock at both places -

R. H. BALDOCK
State Highway Engineer

By
Division Engineer.

WDC:AP

D C 54 PA.

NOTED
R.A.K.

May 8, 1923.

Mr. Lewis A. McArthur,
Pacific Power & Light Company,
Cases Building,
Portland, Oregon.

Dear Sir:

Your letter of May 4, addressed to Mr. Klein with reference to detours between Portland and Newberg, has been handed to me for reply.

You are one of our most helpful critics whose suggestions are always given careful consideration and much more often than otherwise, are adopted. Apparently also, you are one of the few members of the travelling public who do not object to a long detour, provided your total distance travelled is shortened thereby. We wish there were more who could take the same sensible view, but it is our experience that the average traveller resents being forced to leave the highway one minute or one yard sooner than is absolutely necessary, and wants to get back to the highway again at the earliest possible moment and point, regardless of the fact that he may thereby have to travel farther than otherwise. It was with that tendency in mind that the detours in the vicinity of Tigard were arranged, permitting the traffic to remain on the highway as long as possible; or in other words, keeping them off the highway for as short a space as possible.

There is just one further observation to be made in connection with this particular case, viz., that these detours are by virtue of a considerable number of byroads in this locality, not necessarily maintained for any considerable length of time. In fact the one to which you refer in particular, is scheduled for abandonment today, and it is of course, therefore too late to adopt your suggest.

A little later it will probably be necessary to route traffic around the Tualatin River Bridge while proposed repairs are being made and this matter can be considered further in that connection.

We thank you nevertheless for your interest and hope to be favored further with the timely suggestions giving their viewpoint of a friendly critic.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By
Division Engineer.

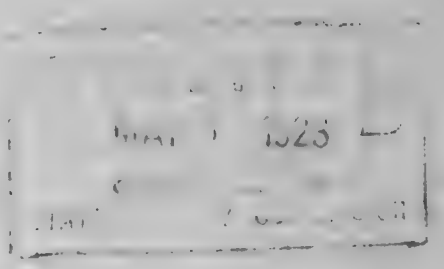
WDC:AP

PACIFIC POWER & LIGHT COMPANY

GASCO BUILDING

PORTLAND, OREGON

May 4, 1923.



Mr. Roy A. Klein,
c/o Oregon State Highway Commission,
Salem, Oregon.

My dear Mr. Klein:

Please note the attached. The detour situation here is bad, and I believe it could be very easily changed. The concrete paving near Tigard necessitates one-way traffic, and later at a point west of Durham it is necessary to make a detour back to Durham and through Tigard and back to the highway at the six corners.

It would be much better to route traffic south from a point east of Tigard directly into Tualatin and thence west. As it is now traffic has to go through all the inconvenience of waiting for the one-way traffic west of Tigard and then must make a long detour, whereas if the detour were commenced east of Tigard it would be no longer and the inconvenience would be eliminated.

I waited fifteen minutes to get through west of Tigard, and after I got through I had to go all the way back to Durham, whereas if we had known about it we could have turned south at Tigard Station and gone directly into Durham, and thence west from Tualatin.

I am not complaining about this particularly, but I thought you might be interested; in fact, it might be just as well to start traffic out of Portland over the Boones Ferry road into Tualatin and eliminate all the one-way traffic sections between Tualatin River and Portland.

Very truly yours,

LAMCA-GH

OREGON STATE HIGHWAY COMMISSION

Weekly Report on Condition of Oregon State Highways

May 2, 1923.

PACIFIC HIGHWAY

Portland-Oregon City: West Side route paved and open to traffic Portland to Bolton. Paving operations underway at West Linn necessitating delay and inconvenience. Traffic for Oregon City and points south is advised to go via East Side route via Milwaukie or 82nd Street which are paved throughout.

Oregon City-Salem-Jefferson-Albany: Paved and open.

Albany-Corvallis: Cross Willamette River bridge at Albany, taking west side route to Corvallis; graveled road in good condition. Short detour around county grading at the Corvallis end. Detour is over graveled road and West Side Highway pavement, entering Corvallis on 9th Street.

Corvallis-Junction City: Paved.

Albany-Junction City: Alternate route. Follow Pacific Highway signs south. Paved to 7.3 miles south of Albany, cross Southern Pacific tracks and via county road to first right hand road ½ mile south of old covered bridge thence west 3/4 mile to pavement. Paved south to Alford, 3½ miles north of Harrisburg. Balance graveled road. Free county ferry at Willamette River, Harrisburg. Good graveled road to Junction City. This route is in good condition for light traffic.

Junction City-Eugene-Cottage Grove-Drain-Oakland-Roseburg-Myrtle Creek-Canyonville-Grants Pass-Medford-Ashland-California State Line: Paved.

WEST SIDE HIGHWAY

Portland-Newberg: Paved, but reconstruction work in progress near Tigard necessitating oneway traffic with the road open in alternate directions at ten minute intervals; reconstruction also underway near Tualatin River requiring detour from junction of Durham Road two miles south of Tigard via Durham Station to Tualatin Loop Road one mile south of Tualatin River. Detour graveled and in good condition.

Newberg-West Dayton-Lafayette-St. Joseph-McMinnville-Whiteson-Amity-Holmes Gap: Paved with exception of 3/4 mile near St. Joseph and a 3/4 mile section near Holmes Gap, both of which are graveled.

Holmes Gap-Rickreall: Graveled road in fair condition. Paving operations underway at latter place necessitating some delay. Traffic for Dallas and points south is advised to go via McCoy and Perrydale. This detour is all graveled and in fair condition.

Rickreall-Monmouth: Paved.

T 34 PA

OREGON STATE HIGHWAY COMMISSION

May 8, 1923.

NOTED
R.A.K.

34-H

Mr. H. A. Collier,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

For your information Mr. McCullough advises that not only the trestle bridges at Union Flat and the approaches of the Tualatin River Bridge, but also the span at the latter place may be paved with our new standard four inch bituminous bridge paving, i.e., three inches on the edges and four and one-half in the center, and we will plan for doing so.

In the case of the Tualatin River Bridge, this of course means after the proposed repair work has been done. On the Union Flat Bridge, it will contemplate removing all of the present pavement before placing the new.

Very truly yours,

Division Engineer.

WDC:AP

...AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM April 27, 1923.

Mr. W. D. Clarke,
Division Engineer,
O F F I C E.

Dear Sir:-

I have made some figures on the Tualatin River Bridge and find that we will not seriously overstress the structure if an average thickness of 4" of bituminous pavement be laid over the entire structure - span and approaches. This also applies to the Onion Flat Bridge.

I believe that this thickness will have a much better chance of standing up than a thinner pavement.

Very truly yours,

Bridge Engineer.

CBM:GG

April Twenty-one
1 9 2 3

Mr. H. A. Collier,
Resident Engineer,
Newberg, Oregon.

34PA

Dear Sir:

With further reference to the April estimate on the Newberg-Multnomah County Line Section of the West Side Highway, Contract No. 581.

We still believe that this estimate should be number 5. Even though, as you state in your reply, that you sent in quantity summary for January 15, which you gave the number 5, we would think since there was no estimate sent in at this time and no work had been done since the December estimate, this quantity summary would not be entitled to the next number. The monthly estimate is the most important of the two reports and our book of instructions states that quantity summary sheet should accompany the monthly estimate sheet and would therefore be given the number corresponding to the monthly estimate.

We will therefore number the April estimate 5 as stated in our previous letter and give the intermediate quantity summary the number 4-5.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by L. E. Parsons
AF

A. BOOTH, EUGENE, CHAIRMAN
WILLIAM DUBY, BAKER
H. VAN DUZER, PORTLAND
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

April 18, 1923.

RECEIVED
APR 21 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. E. A. Collier,
Resident Engineer
Newberg, Oregon.

64 PA

Dear Sir:

Reference is made to your monthly estimate for work done to April 15 on the Newberg-Multnomah County Line Section of the West Side Highway.

We note that you have given this estimate the number "6". The last estimate we have in the file for work done to December 15th is number "4". We have therefore given the present estimate number "5". If this is not correct, will you please advise?

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By [signature]
Office Engineer.

Dic by L.E.Parsons
AP

Jan 15 1923 I sent in Division Engineers Report, Quantity Summary and Force Acct Record but no Estimate. I gave these reports No 5 and think April 15th Estimate and reports should have the number 6. If you do not check me on this please make all my reports of April 15 read No 5 and reports of Jan 15 read No 4b. but it seems to me this would be more confusing than leaving the numbers as I have sent them in.

Please advise me what you do in the matter.

E A Collier

FORM 3 10827-6000-10-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. S. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSION

T. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

34 PA-1

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

April 2nd, 1923.

OR 43

Mr. E. A. Collier,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

On your payroll for February of this year a charge of $41.07 is made against 34 MC - 85 - 11.

Since 34 MC is the prefix for a paved section, and account No. 85 covers rock or gravel surfacing, will you please advise us of the nature of the work covered by this charge.

If the expense was incurred for maintenance of detours in connection with Contract No. 589, should not the charge have been entered against 34 PA-1 - 562 ?

Very truly yours,

W. D. Clarke,
Division Engineer

LFH:AP

Please change charge to 34PA1-562

E A Collier

Res Engineer

RECEIVED
APR 4 1923

Re 34 PA-1

February 17th, 1923.

Ladd & Tilton Bank,
Portland, Oregon.

Gentlemen:

In connection with some highway right-of-way matters through the property of Mr. I. D. Hunt near Newberg.

We are very anxious to get into immediate communication with him by wire. It is understood that Mr. Hunt is, at the present time, in California, but we presume his address is known to you and should be glad if you will favor us with the information.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Division Engineer.

WDC:AP

34 PH-1

February 14, 1923.

Mr. E. A. Collier,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

Referring to your weekly field report of February 10th, you say:

"Full width concrete on cemetery hill has been in thirty days, but will not be open for forty days or longer if you think best".

In view of the average of results obtained on this job and others laid during the winter weather, I think we should extend our time for setting from the four weeks provided by the specifications as a minimum time for curing to not less than six weeks. This can be done under the fourth sub-paragraph of the section of the specifications headed "Curing of Concrete", on page 40.

Very truly yours,

Division Engineer.

WEC:EE

34PA-1

April 3rd, 1923.

PRH 73

Mr. R. A. Collier,
Resident Engineer
Newberg, Oregon.

Dear Sir:

In accordance with our understanding by telephone today there is enclosed copy of the contract covering the Hunt Cut-off; also letter in quadruplicate relating to the increase in quantities.

Please have the contractor sign all four copies, inserting one into his copy of the contract before delivery, and returning the other three copies to this office.

Yours truly,

Division Engineer.

WDC:AP
Enclosures.

Form 2A—30945—1M—12-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 27 1923
OREGON
STATE HIGHWAY COMMISSION

Hunt Cutoff Newberg Oregon March 26 1923

Mr W D Clarke
Division Engineer State Highway
Salem Oregon

Dear Sir;

Herewith find contracts for Hunt Cutoff signed by Namitz and Knapp. I have known Knapp for several years as foreman for Warrens, and Kern and think he can handle this job OK.

The Surety are Fred Namitz(father of Earl) farmer, owns and lives on farm 2½ miles west of Newberg and W R Morris house moving contractor here who owns house and several lots on 7th and River streets in Newberg.

The excavation has been put at 3700 yds. This was estimate for first grade set and as revised by you the estimate was increased to about 5200 yds. Dont know that this makes any difference in contract but call it to your attention now and I have todd these Contractors I expect the job will run about that much unless other changes are made.

Third Est 5061

Yours Truly
E A Collier
Resident Engineer

34 PA-1

March 21, 1923.

Mr. E. A. Collier,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

Enclosed herewith is Contract Agreement in quadruplicate covering the grading of the Hunt Cut-off.

It will be necessary for Messrs. Namitz and Knapp to furnish a bond with this contract so as to protect the state against unpaid labor bills, etc., but it will not be necessary for them to submit the bond of a surety company if they can furnish reliable individual sureties.

Please have all four copies executed by the contractors and surety, returning all of them to this office for execution by the Highway Commission after which one copy will be returned to them and one to the sureties.

Very truly yours,

Division Engineer.

WDC:AP
Enclosures.

Form 2A—20045—4M—12-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. D. YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS.

R[illegible]A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Newberg Oregon March 19 1923.

Mr W D Clarke

Division Engineer State Highway

Salem Oregon

Dear Sir:

I am enclosing herewith a bid on the grading at Hunts and Dick Knapp is going to send in one tonight at 40 cents I think. These prices look better than 72 and 90 cents. Stevenson has done work for the State in the Ashland country. I told Knapp we would probably want a bond and he can fix that alright. He has been foreman on several jobs and I think can do this job for that money. Says he has wheelers in sight and can jump right on to this work.

I talked with Commissioner Zimmerman today and told him Hunt wanted that approach fixed and that it could be put in for $25 and he said he would call Hunt up today and tell him the County would pay it.

Yours Truly
E A Collier
Resident Engineer

RECEIVED
MAR 20 1923
OREGON
STATE HIGHWAY COMMISSION

34 PG-1

March 15, 1923.

Mr. C. B. Woodworth, President,
Medra Company,
214 Spalding Building,
Portland, Oregon.

NOTED
W. D. CLARKE

Dear Sir:

Receipt is acknowledged of your letter of the 9th relative to detour conditions on the West Side Highway between the Multnomah County Line and Newberg.

The inconvenience to travel where concrete pavement is laid is great, but the Commission believe that in this case the results obtained will justify the present inconvenience. If you are familiar with the history of this job you will recall that the contract was let for this entire three miles of concrete pavement on August 29, 1922; due to the cement shortage, however, the contractors were unable to start until October 27, 1922, and since the date of starting, paving has been held up more than 60 days on account of cold weather conditions and on days when paving could have proceeded the contractors were unable to get gravel and sand on account of highwater conditions in the river and other times delivery of materials has been delayed on account of car shortage.

In most any construction job similar delays are encountered so that while the traveling public frequently become impatient, if the matter is looked into it will be found in most cases that there is good reason for it. Contractors always lose money by delays.

Your letter has had our serious consideration and in planning this work the same ideas which you have mentioned, were considered but abandoned in favor of the present plan, for these reasons: the three sections where one-way traffic is permitted are near Newberg, consequently the Newberg people have timed their trips so that they lose very little time, being well informed as to the open and closed periods. The stage lines have also arranged their schedules so that they pass through without delay.

Handling traffic in this way and giving service throughout the entire 24 hours requires four men. Under the plan you have proposed, 12 men would be required, four at each detour besides the additional cost of wiring and telephone instruments.

We have endeavored to give the public full information regarding the closed periods on this highway through our weekly report on road conditions, which has a wide circulation among the tourist bureaus, the newspapers and several large garages. We have also advised through travel to McMinnville to take the Tualatin Valley Highway through Hillsboro and Forest Grove, which is paved throughout.

We expect, unless there are some unusual delays, that the work will proceed regularly from now on with the advent of better weather and that the work will be completed within a reasonable time and before the heavy tourist travel comes. Also when the side roads dry up it will be possible to arrange other detours so that there may not be this delay.

This matter has had our serious consideration and we do not feel justified in changing our present arrangement; we can only ask that the traveling public be patient until this work is completed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

RAK:LM

C. B. WOODWORTH, Pres.
E. W. CAPEN, Sec'y

REFERRED
Clark
BY H. N.

214 SPALDING BLDG
BROADWAY 7191

NEDRA COMPANY

PORTLAND, OREGON
March 9, 1923

RECEIVED
MAR 13 1923

State Highway Commission
Yeon Bldg.
Portland, Oregon

Gentlemen:

I wish to call your attention to the extremely annoying condition which exists between Portland and Newberg. The traffic over this road is immense and as summer approaches it will become more so. As it exists at present it is the most aggravating condition that we have in the State. No one objects to detours or delays if necessary but in this case it is absolutely unnecessary. All winter long the highway has been obstructed without any regard whatever to the rights of the public.

There is one way traffic permitted, but it is at such extreme intervals that it becomes congested. All this could be over come by installing telephones which would only cost a trifle, and by using the telephone system very few delays would occur. There is no need for me to go into detail, for anyone who is familiar with traffic would know how to handle it, and even without a telephone the condition could be wonderfully relieved. There is no reason why this state of affairs should exist. Of course, I know as the weather gets better there will be detours that are available, but many of these would be unnecessary if the traffic was handled in an intelligent manner. This is the only way that we have to get out to Newberg and it should be kept open as much as possible.

I can see no relief from present conditions for months to come unless there is some sort of a system installed which will expedite matters. A contractor cares nothing for the rights of the people, but we look to the Highway Commission to protect the rights of the traveling public. You will confer an ever lasting obligation upon the people that are compelled to go in that direction, if you take this matter up and remedy it. Enough time is lost by the traveling public to care for signalmen. Put a telephone around each gap with a man at each end; when the cars are running in one direction the signalman can telephone to the man at the other end, the number of cars that have passed through and the license number on the last car, then he will know that they are all through in that block. It need not be run on one-half hour basis, it could be run according to traffic.

Yours truly,

C. B. Woodworth

CBW:D

C. B. WOODWORTH

34PA-1

Mr. Isaac D. Hunt,
c/o Ladd & Tilton Bank,
Portland, Oregon.

March 12th, 1923.

Dear Sir:

In reply to yours of March 1st, which reply has been delayed by the writer's absence from the office for two weeks, I think it can be satisfactorily arranged to make a suitable connection between the new pavement and your paved roadway. As a right-of-way consideration, it could not be paid for by the State since the law requires the County to obtain all rights-of-way and pay the necessary consideration, but the cost would be nominal, and I think arrangements for handling it can be made with the County Court.

I assume that what you have in mind and all that would be necessary would be a short incline from the edge of the new pavement back a few feet to meet the grade of your roadway. I will undertake to make such arrangements with the County Court, and should be glad if you can give permission to begin work at once without waiting formal execution of the right-of-way deed, if it is not convenient to do that at once.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Division Engineer

WDO:ER

Ladd & Tilton Bank

ANSWERED
W. D. CLARKE

W. M. LADD,
CHAIRMAN OF THE BOARD
EDWARD COOKINGHAM, PRESIDENT
ISAAC D. HUNT, VICE PRESIDENT
SAMUEL L. EDDY, VICE PRESIDENT
R. S. HOWARD, VICE PRESIDENT
CHAS. A. McLEAN, VICE PRESIDENT
WALTER M. COOK, CASHIER
CAMERON SQUIRES, ASST. CASHIER
A. W. BROOKINGS, ASST. CASHIER
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FRANK S. MEAGHER, ASST. CASHIER
C. L. PHILLIBER, ASST. CASHIER

Established 1859
Capital fully paid $1,000,000
Surplus.....$1,000,000

Member
Federal Reserve System

Portland, Oregon March 1, 1923.

Mr. W. D. Clarke, Division Engineer

Oregon State Highway Commission,

Salem, Oregon.

Dear Sir:

I greatly regret the delay occasioned to the Highway Commission on account of the right of way through my farm near Newberg. I have just returned and find your letter of February 17th.

I had a tenative discussion with Mr. Zimmerman, one of the County Commissioners of Yamhill County, shortly before I left; also a short talk with Mr. Collier, your engineer on the job. The deed was only received by me a few days before my departure, and the pressure of other business prevented me from taking care of it. I will endeavor to give this matter my prompt attention in the next few days.

I should also like to have your viewpoint on the following matter I have paved the inside roads on my farm, connecting up with the present paved highway. The new survey is going to raise the pavement at least six inches. As a part of the consideration for my deed to this right of way, will the State Highway Department make the paved connection between my inside roads and the new level of the highway. This would only require a few yards of pavement but you can readily understand how difficult it would be for me to get any contractor to lay this small amount of pavement without an exorbitant expense; on the other hand, I feel that you could require your contractor to make this connection at the time the other finishing touches are put on the road.

Will you please advise me promptly of your viewpoint, inasmuch as the expense of this connection will have to be a matter of discussion as to my damages, with the County Commissioners, and if that can be eliminated I see no reason why I cannot deal with the County Commissioners at once.

Very truly yours,

Isaac D. Hunt

Form 2A—30945—4M—12-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 9 1923
OREGON
STATE HIGHWAY COMMISSION

Newberg Oregon March 8 1923

Mr W D Clarke

Division Engineer State Highway

Salem Oregon

Dear Sir;

I talked with Hunt today about his right of way deed and he said he had written you asking the State to pave approach to his driveway. In as much as he had paved his approach to old pave ment grade and we are now raising grade there 6" it might not be out of the way. We put in a couple of short approaches near Newberg last summer where owners had c concrete approaches built. Said he would sign up then and was going to settle anyway and it would be alright to order the culvert pipe and so I have done so today.

Concrete Pipe Co,Portland. 60feet of 48" and 64' of 36".

We will start concrete in front of Hunts Monday probably.

Yours Truly

E.A.Collier

Resident Engineer

34PA-1

March 20th, 1923.

Mr. E. A. Collier,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

The matter of payment for rock used in maintenance of the Middleton detour:

If the work was done by Mr. Catterlin and he is to have the full payment of $2.70 per cubic yard, it would be entirely proper for us to pay direct to him the $1335 for the State's fifty per cent share and this way of handling would simplify our records somewhat by permitting us to charge the expenditure to Account 562 under the prefix 34 PA-1. It would be desirable to charge it to this account so as to indicate very clearly what the work was as the amount would have to be deducted from the total cost of the work in determining the federal cooperation since such cooperation is not granted upon items for maintenance expense.

If, however, this work is simply a part of Mr. Catterlin's subcontract upon which Cummins and LaPointe would expect to make a profit, we should then make our payment to the first contractor and an extra work order would be the proper way to handle it.

Very truly yours,

Division Engineer.

WDC:AP

Form 2A—20045—4M—11-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS.

KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

ANSWERED

Newberg Oregon March 19 1923

RECEIVED
MAR 20 1923
OREGON
STATE HIGHWAY COMMISSION

Mr W D Clarke

Division Engineer State Highway

Salem Oregon

Dear Sir;

On the Middleton detour LaPointe and I agreed to pay half each of cost of putting rock on which he said was $2.70 or the State should pay$1.35 for each yard put on.

He has put on 131 yards to the time we opened the pavement on Cemetary hill and the road is left in pretty rough shape and we should fix it up some before it dries up say next month.

Should I write out an extra work order for this? or send in bill as in Catterlins name who is subcontractor on job.

Yours Truly

E. A. Collier

Resident Engineer

34PA-1-57W

ROY.

73

January 17, 1923

Cummins & La Pointe,
McMinnville, Oregon.

Gentlemen:

Your request for extension of time on contract No. 589, Newberg-Multnomah County Line Section, West Side Highway, was considered at the meeting of the Commission on December 15, 1922, and the following action taken:

"Cummins & La Pointe requested an extension of time to May 1, 1923 on contract No. 589, which is the concrete paving sections of the Newberg-Multnomah County Line project. The Engineer reported that their inability to complete the work on time was caused by delays in securing cement and therefore, recommended that the extension be granted without assessment of engineering costs. Recommendation approved by the Commission."

Very truly yours,

Secretary.

RAK:LM

FORM 5A 10M-9 22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
[illegible]. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

May 5th, 1922.

P.R. 73

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

In compliance with your request under date of April 24th there is submitted herewith estimates of quantities and cost for resurfacing of the Multnomah County Line-Newberg Section of the West Side Highway. These estimates contemplate a type of improvement similar to that used on the five mile section south of Tillamook city last year, viz. a 2" bitulithic wearing surface, with a binder course sufficient to correct irregularities of crown or grade and strengthen the base somewhat in places where specially needed.

Estimate "A" contemplates simply a resurfacing of the existing 16' pavement with an allowance for widening to the department standard on curves and providing a 2' crushed rock shoulder on each side.

Estimate "B" contemplates widening the existing pavement from 16' to 18' by additional width of 3" bituminous base and resurfacing the entire width as in Estimate "A". Crushed rock shoulders one foot in width are also provided. The additional width in this case would, in general, be a one foot strip on each side similar to construction used on the short section of the Pacific Highway immediately north of Salem last year. In the cases of some curves the additional width might be all on one side.

Estimate "C" contemplates widening the existing pavement from 16' to 20' by construction of 24" reinforced concrete shoulders and resurfacing the existing 16' pavement as in Estimate "A".

Yours very truly,

W D Coaches

WDC:GMC

Division Engineer.

MULTNOMAH COUNTY LINE -NEWBERG SECTION
WEST SIDE HIGHWAY WASHINGTON AND YAMHILL COUNTIES

* * *

ESTIMATE "A" Resurfacing existing 16' pavement and constructing 2' rock shoulders.

* * *

15.70 miles

149,000	Sq. Yds.	Bituminous Wearing Surface 2"	$1.15	$171,350.00
10,500	Batches	Binder 1000#	3.92	41,160.00
4,600	Cu. Yds.	Crushed Rock for shoulders	2.75	12,650.00
1,500	Cu. Yds.	Crushed Rock for Sub-base	2.75	4,125.00
164,000	Lin. Ft.	Shoulder Construction	.025	4,100.00
				$233,385.00

EXTRA WORK

Cutting out pavement	$3,000	
Burning	1,000	
Shoulder work outside rock	5,000	9,000.00
		$242,385.00
10% Eng. & Cont.		24,238.50
		$266,623.50

MULTNOMAH COUNTY LINE-NEWBERG SECTION
WEST SIDE HIGHWAY-WASHINGTON AND YAMHILL COUNTIES

* * *

ESTIMATE "B" Resurfacing and widening to 18' with bituminous base and constructing 1' rock shoulders.

* * *

167,400	Sq. Yds.	Bituminous Wearing Surface 2"	1.15	192,510.00
10,500	Batches	Binder 1000#	3.92	41,160.00
6,100	"	Base Mixture 1000#	3.92	23,912.00
3,000	Cu. Yds.	Crushed rock for Shoulders	2.75	8,250.00
3,500	" "	Crushed rock for sub-base	2.75	9,625.00
164,000	Lin. Ft.	Shoulder Construction	.025	4,100.00
				$279,557.00

EXTRA WORK

Cutting out pavement	$3,000	
Burning	1,000	
Shoulder work	5,000	9,000.00
		$288,557.00
10% Eng. & Cont.		28,855.70
		$317,412.70

MULTNOMAH COUNTY LUSH-NEWBERG SECTION
WEST SIDE HIGHWAY-WASHINGTON AND YAMHILL COUNTIES

* * *

ESTIMATE "C" Widening to 20' width reinforced concrete shoulders and resurfacing existing 16' pavement. No Rock Shoulders

* * *

149,000	Sq. Yds.	Bituminous Wearing Surface 2"	1.10	$163,900.00
10,500	Batches	Binder 1000#	3.92	41,160.00
1,500	Cu. Yds.	Crushed Rock for Sub-base	2.75	4,125.00
36,500	Sq. Yds.	7" Concrete Shoulders	2.52	91,980.00
280,000	Lbs.	Reinforcement	.06	16,800.00
				$317,965.00

EXTRA WORK

Cutting out pavement	$3,000	
Burning	1,000	
Shoulder work outside concrete	5,000	9,000.00
		$326,965.00
10% Eng. & Contingencies		32,696.50
		$359,661.50

PR 23/ 34 PA-1

December 13th, 1922.

Mr. R. A. Klein,
Secretary, Highway Commission,
O F F I C E .

Dear Sir:

With reference to the Hunt right-of-way matter, as stated in Judge Daniels letter of December 9th:

I suggest that the Highway Commission be asked to authorize condemnation on the county's agreement to pay the costs. A formal resolution of the Commission is necessary for the record in a condemnation case and Mr. Devers advises that it will be entirely proper for the Commission simply to order the entering of "the usual appropriate resolution", thus permitting the drafting of the resolution a little later when detailed description of the property to be condemned will be available.

I can not help thinking that a settlement can be reached with Mr. Hunt, but it would undoubtedly be expedited if the preparations for condemnation were under way.

Very truly yours,

Division Engineer .

WDC:ap

Ladd & Tilton Bank

W. M. LADD,
CHAIRMAN OF THE BOARD
EDWARD COOKINGHAM, PRESIDENT
ISAAC D. HUNT, VICE PRESIDENT
SAMUEL L. EDDY, VICE PRESIDENT
R. S. HOWARD, VICE PRESIDENT
CHAS. A. McLEAN, VICE PRESIDENT
WALTER M. COOK, CASHIER
CAMERON SQUIRES, ASST. CASHIER
A. W. BROOKINGS, ASST. CASHIER
GODFREY C. BLOHM, ASST. CASHIER
FRANK S. MEAGHER, ASST. CASHIER
C. L. PHILLIBER, ASST. CASHIER

Established 1859
Capital fully paid $1,000,000
Surplus.....$1,000,000

Member
Federal Reserve System

Portland, Oregon December 23, 1922.

RECEIVED
DEC 26 1922
LEGAL DEPARTMENT

Mr. J. M. Devers,

Assistant Attorney General,

Salem, Oregon.

Dear Sir:

Your letter of December 20th, in reference to the right of way across my farm in Yamhill County for state highway, received.

I have conferred with Mr. Collier, the engineer in charge of construction, and also with Mr. Zimmerman, one of the County Commissioners of Yamhill County, and we are now concluding an agreement for this right of way. The matter will be adjusted.

Very truly yours,

Isaac D Hunt

Vice President.

PR 3
71

RECEIVED
OCT 23 1922
OFFICE
STATE HIGHWAY COMMISSION

Description of Right of Way for Line Change
At Hunts Pond on Newberg- Portland Road

From Hunt

Beginning at a point 469. feet South and 784 feet West of the N E Cor. of the Sebastian Bruscher D L C in Sec 15,T3 S.R.2 W.,W.M. said point being 30 feet N 15°W from Highway Engineers Station H728+90; thence South 85.feet to North line of present Highway; thence following said North line Easterly on curve to left with 352 foot radius 89 feet; thence N56°35'E 107 feet; thence on curve to right with 603 foot radius 161. feet; thence S76°16'W 74 feet; thence S 75°W 160 feet; thence S 70°30'W 90 feet to place of beginning containing 0.30 acres in Yamhill County, Oregon

From West

Beginning at a point 469. feet South and 754. feet West of the N.E.Cor. of the Sebastian Bruscher D L C in Sec.15, T 3 S.R.2 W.,W.M. said point being 30 feet N 15°W from Highway Engineers Station H728-90; thence S 76°16'W 451 feet to North line of present Highway; thence following said North line Easterly on curve to right with 507 foot radius 114 feet; thence S 89°53'E 208.3 feet; thence on curve to left with 352 foot radius 116 feet; thence North 85 feet to beginning containing 0.47 acres in Yamhill County, Oregon.

Judge Daniels
W D Clarke

E A Collier
Resident Engineer

FORM 5A 10044-7800-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONS.

[illegible] A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

December 13th, 1922.

PR 32
7

Mr. R. A. Klein,
Secretary, Highway Commission,
O F F I C E .

Dear Sir:

With reference to the Hunt right-of-way matter, as stated in Judge Daniels letter of December 9th:

I suggest that the Highway Commission be asked to authorize condemnation on the county's agreement to pay the costs. A formal resolution of the Commission is necessary for the record in a condemnation case and Mr. Devers advises that it will be entirely proper for the Commission simply to order the entering of"the usual appropriate resolution", thus permitting the drafting of the resolution a little later when detailed description of the property to be condemned will be available.

I can not help thinking that a settlement can be reached with Mr. Hunt, but it would undoubtedly be expedited if the preparations for condemnation were under way.

Very truly yours,

W D Clarke
Division Engineer .

WDC:ap

WM. GUNNING
GEO. S. ZIMMERMAN } COM

C. F. DANIELS, JUDGE
C. B. WILSON, CLERK

COUNTY COURT OF YAMHILL COUNTY

McMINNVILLE, OREGON

Pr 23/

[illegible],

RECEIVED
DEC 11 1922
STATE [illegible]

[illegible]

[illegible] to [illegible] Court in

[illegible] W.D.C.

NOTED
W. D. CLARKE

C. F. Daniels,

S.

WM. GUNNING
GEO. S. ZIMMERMAN } COM

C. F. DANIELS, JUDGE
C. B. WILSON, CLERK

COUNTY COURT OF YAMHILL COUNTY
McMINNVILLE, OREGON

34PA-1

73/

December 4th,
1922.

Mr. W. D. Clark,
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

I am in receipt of your favor of recent date regarding the right-of-way at the foot of the Rex Hill, and replying thereto will say we have taken that matter up with the parties and have made settlement with Mr. West and have his deed for the same.

Mr. Zimmerman is expecting to go to Portland today to find Mr. Hunt and see what arrangements can be made with him. I do not anticipate any trouble in regard to this end of the work, but if we fail to make a satisfactory settlement with Mr. Hunt we will notify you immediately and let you proceed with the work.

Yours truly,
C. F. Daniels,
County Judge.

NOTED
W. D. CLARKE

CFD:S.

December 16th, 1922.

Mr. C. S. Reiter,
Resident Engineer,
Hillsboro, Oregon.

Dear Sir:

When you the contractor has finished all work for this season on your end of the Newberg-Multnomah County Line job, please turn over your records and file relating to the job to Mr. Collier. He will be able to handle the job as one unit from now on I think and will require your record to combine the two estimates and quantity summaries.

Very truly yours,

Division Engineer.

JOM:AP

cc Mr. C. S. Collier
Newberg, Oregon

FORM 5A 10000-7000-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

R. L. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

34PH-1

OREGON STATE HIGHWAY COMMISSION

SALEM

December 12th, 1922.

Mr. E. A. Collier,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

It appears probable that the State will be asked to condemn right-of-way for the Hunt change of line. Please furnish correct description and plat. The attached description is apparently the first line. It would be well to make your plat include the west property also and furnish copy of the description used in the deed for the file here.

Very truly yours,

W D Clark

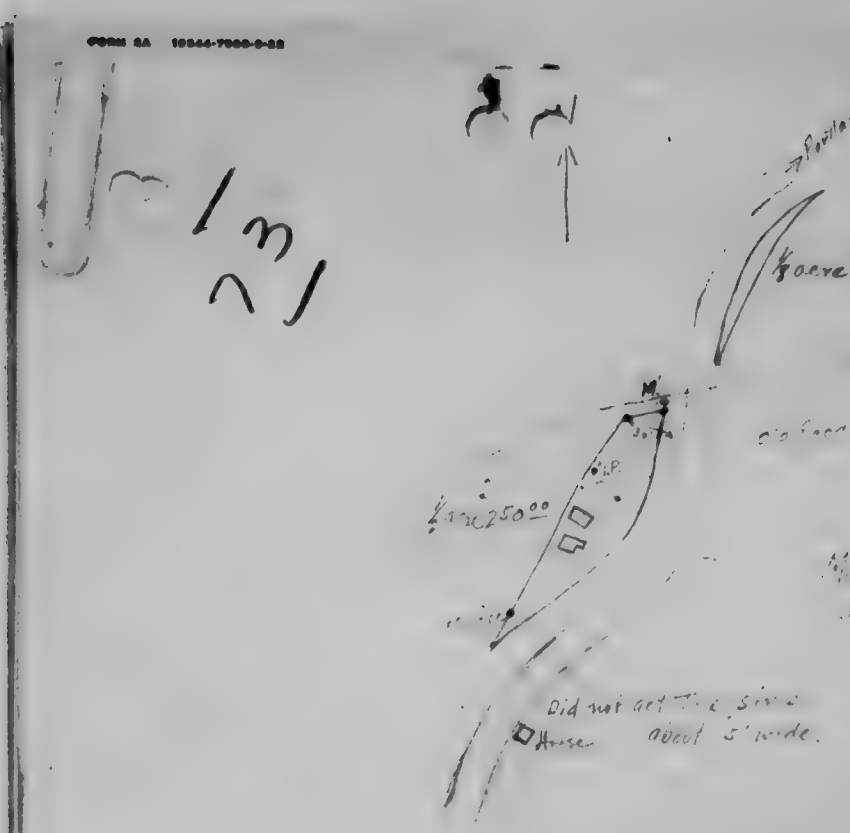
Division Engineer.

WDC:AP

This description is O.K. Scale of map 1"=40'. Have the boys put title on to suit. Collier.

Can send work plat if you want to make another tracing.

NOTED
W. D. CLARKE



RECEIVED
DEC 13 1922
OREGON
STATE HIGHWAY COMMISSION

3UPA-1

Will move garages in 6 months
State to pipe spring under road.

12/11/22
EACollier.

want on that side of the road. The County paid him $250 and I am to pipe the spring through our culvert and put in a concrete box 2'x2' in spring. Wont cost us much and seemed necessary to made deal. Also to secure the little slice on the East side of the road would make him move his house back and the County Court asked me if we could not get along without that to avoid condemnation so I conceeded that.

I will order the 18' of 30" pipe and get it in while the boys are not doing much this cold weather.

Paid the people on North Side R.R. $50.00

Yours Truly

EACollier

Resident Engineer

NOTED
W. D. CLARKE

FORM 5A 10544-7500-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 13 1922
OREGON
STATE HIGHWAY COMMISSION

Right of Way at Votaw Undercrossing Newberg Oregon Dec ~~18~~ 1922

Mr W D Clarke
Division Engineer State Highway
Salem Oregon

Dear Sir:

In securing the right of way from Meek who has the garages and little new house on east side of the road he claimed and I think truthfully, that when the right of way for pavement was secured the County agreed to vacate the old road. While we did not admit anything on this score I made description cover all that we want on that side of the road. The County paid him $250 and I am to pipe the spring through our culvert and put in a concrete box 2'x2' in spring. Wont cost us much and seemed necessary to made deal. Also to secure the little slice on the East side of the road would make him move his house back and the County Court asked me if we could not get along without that to avoid condemnation so I conceeded that.

I will order the 18' of 30" pipe and get it in while the boys are not doing much this cold weather.

Paid the people on North Side R.R. $50.00

Yours Truly
E A Collier
Resident Engineer

NOTED
W. D. CLARKE

PA.

September 19th, 1922.

Mr. E. A. Collier,
c/o
Mr. Geo. McGee,
Newberg, Oregon.

Dear Sir:

Having in view a possible improvement of alignment at the foot of the Box Hill at about Station 730, please make a survey and estimate of cost of a change of line as shown on the accompanying blue print.

The suggested alignment on the blue print contemplates protection of the tangents from Station 726 East and from Station 740 East, with the insertion of suitable curve, thereby eliminating entirely the curves at 725 and 730. Decision to make such a change would necessitate extending the concrete section from 728 as now proposed ahead to approximately 735. We should therefore have information for making the decision as promptly as possible.

Very truly yours

Division Engineer.

MEC:AP
Encl.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date December 2 1922, 192

Job Name Newberg- Multnomah County Line Concrete Resurface

Highway West Side

County Washington&Yamhill Job Prefix 34PA1

Week from 11/27 to 12/3

Mail Address Newberg Oreg

Telegraph or Telephone Address Black 23 Newberg

Express and Freight Address Newberg Oreg

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Laid concrete parts of four days this week total 337.4 Cu Yds
No work Monday enaccount of frost nor Thanksgiving on account Turkey.
Started Oct 27 and has laid 8200 feet 9 feet wide.in 36 days total time
Weather will probably not allow any better progress than this for
next two months and may easily cut down a lot on it. At this rate
we will have one way traffic until first week in February.
Have 1200 feet left to finish this strip of concrete. Contractor
plans to move to Cemetary hill and lay 2200 feet in one strip then
lay other side of first strip laid, then other side of Rex hill.
The cubic yards of concrete laid as computed from cross sections
checks within a few sacks of the required amount of cement.

One way traffic same as in last weeks report.

NOTED
W. D. CLARKE

RECEIVED
DEC 4 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed E A Collier Res Engineer

Title

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 3.64

Miles paving completed 0.8

Average daily sq. yds. this week 275

Miles shoulders completed both sides 0

Contractor's average force for week 20 men,

..... teams, 3 trucks

Percentage of total required yardage now in place 22%

Job will be completed about May 1 1922

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 34PA1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

November 27, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
NOV 28 1922
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 73, Newberg section, have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell,
District Engineer.

Encl 4

Form P. R. 2

State [redacted]

Project No. [redacted]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

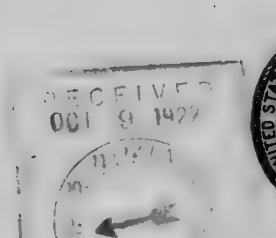
APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921



WASHINGTON
GOVERNMENT PRINTING OFFICE
1922

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of October, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," and by Act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes":

Whereas the Highway Department of said State submitted on the 16th day of June, 1922, a project statement, which was approved by the Secretary on the 15th day of August, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 29th day of August, 1922, and approved by the Secretary on the 4th day of Nov., 1922; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of two hundred twenty-five thousand, nine hundred seventy-nine and 51/100

dollars ($225,979.51) as the share of the United States payable under said act on account of said project, which does not exceed 41.13473 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State from sale of bonds authorized by legislature under (Include amount, date, and citation of Chapter 178, Laws of 1917, and Chapter 81, Laws of 1920 act of legislature by which authorized.)

*(b) By the count..... of ..... (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.) such funds having been placed under the direct control of the Highway Department by ..... (State how placed under direct control of Highway Department.)

*(c) By the count..... of ..... (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

*(d) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. This agreement covers the following road as described in detail in said surveys, plans, and specifications:

Between survey sta. 0+00 at the Washington-Multnomah Counties line, and survey sta. 835+65 at the east end of bridge over Hess Branch in Newberg terminal points, a distance of 15.82 miles, known locally as the West Side Highway, Washington and Yamhill Counties.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid.

(d) Payment of the United States' pro-rata share of the cost of this project shall be made from the appropriation of $50,000,000, authorized to be made for the fiscal year 1925 by the Post Office Appropriation Act of June 19, 1922 (Pub. No. 264, 67th Cong.), but such payment shall not be made until the appropriation so authorized to be made shall actually have been made by Congress.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of two hundred twenty-five thousand, nine hundred seventy-nine and 51/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 51.13673 per cent of three hundred sixty-nine thousand, six hundred twenty-nine and 70/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ~~STATE HIGHWAY DEPT.~~

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county.) of **Oregon** (Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $ **24,454.00** per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

(Include reference to statute authorizing

fun

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....

(Include reference to statute authorizing .....
funds, probable amount annually available, and how will be placed under direct control of Highway Department.)
.....

*(*b*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute authorizing .....
funds and probable amount annually available.)
.....

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....
.....
.....

*(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 9th day of November, 1927.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

P36

orm No. 39.

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921* (42 Stat., 212).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey sta. 0+00 at the Washington-Multnomah Counties line, and survey sta. 835+65 at the east end of bridge over Hess Branch in Newberg locally known as the West Side Highway, Washington and Yamhill Counties and designated in the records of this Department as Project No. 73, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $369,629.70 as the total estimated cost of said project, and the sum of $235,979.51 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 9th day of November one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley

Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4320

Form No. 89.

For

C-137

OR... STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 26, 1922

Job Name [illegible]

Week from Nov 19th to 25th

Mail Address Hilsboro Ore

Highway [illegible]

Telegraph or Telephone Address

County [illegible] Job Prefix [illegible]

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible] 1/2 of 193½

[illegible] grading earth fills

[illegible] Have given Contract to under

[illegible] Have to commence construction

[illegible]

Average [illegible] Cu Yds [illegible]

NOTED
W. D. CLARKE

RECEIVED
NOV 27 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed T. S. Reitz

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

ENGINEERING SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about Nov 28.

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* 28

Other jobs ..... *Percentage* 72

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

DA-1

Form No. 39.

PR 13

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 5, 1922

Job Name Wash. Co. Yamhill Co.s.

Week from Oct 30 to Nov 4

Mail Address Hillsboro Ore.

Highway Tualatin Valley & West Side

Telegraph or Telephone Address

County ..... Job Prefix 34 PA

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, ~~instructions to contractor,~~ instructions from Division Engineer, changes in personnel of party, etc.:

RECEIVED
NOV 6 1922

34PA - 5 days paving - 1 day too wet.
2898 Sq Yds Top - 4.53 Pall.
432 Batches - Base & Binder - Pall. 5.0

Placed 49 Cu Yds Rock - F.Gr. Gaston
45½ " Screen - Hill. F.Gr.
94½ " Total.
You wet to continue Filling at Gaston.
City Gaston turnd down - bids for their paving -
Warren Const Co. bid - 2.70 Sq Yd 2" Top & 6" Loose Rock.
3.10 Sq " 5" - 3" Base - 2" Top.
Van Dorn " 2.40 - 6" Conc. State Specifi
No work Part. Gas & Coke at Base. Mr. Klein called up stating P. G.
Coke said State was holding them up.
Mr Devers here 4th on Gaston Rt. Way - Court denied motion of
Mr Tongue in Case.

NOTED
W. D. CLARKE

Signed C. S. Ritter

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party 1

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 34 PA *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PA-1

November 2, 1922.

Mr. W. D. Clarke,
OFFICE.

Dear Sir:

I called on the County Court at McMinnville yesterday and they asked me to request you to get in touch with them in regard to the matter of right-of-way for the line change near the Hunt and Cane property on the Rex-Tigard road.

In reference to the approach fills at the Amity bridge, it was suggested by the County Court that perhaps you might want to put some gravel on the north approach this fall rather than plank the same. I would like to talk this over with you.

Very truly yours,

Bridge Engineer.

CLM:GG

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
PORTLAND, ASTORIA & PACIFIC RAILROAD COMPANY
GALES CREEK & WILSON RIVER RAILROAD COMPANY
UNITED RAILWAYS COMPANY

34 PA

PR 73-7

OFFICE OF Superintendent

Portland, Oregon,
October 31, 1922

C 500-12-6

NOTED
W. D. CLARKE

Mr. W. D. Clark,
Division Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Raising Track Near Tigard

As requested in your letter of August 31st, we have raised the crossing at Tigard to conform with Highway Crossing, the work having been completed and crossing now in good condition.

Yours truly

G. E. Votaw,
Superintendent

HH:d

73/

34PA

Newberg Oregon October 24 1922

A D Kern

Attention Supt Hoskinson

Dear Sir;

Confirming our conversation this afternoon and in order that the matter may be clear in the minds of both of us, the following procedure shall govern. Whenever in the Street Inspectors judgement conditions on the street are not suitable to lay pavement he shall so inform you or your plant foreman if unable to reach you. Thereafter no more material shall be mixed until conditions are again suitable in the Street Inspectors judgement except that a partly loaded truck under mixer may be finished and the loads on the way out will be laid.

Your contract says top shall not be laid when the base is "damp from any cause" and base "shall only be laid upon a dry subgrade or subbase". --"the inspector shall have authority to reject materials or suspend the work until the question at issue can be referred to and decided by the Engineer."

Bearing the above in mind anytime you think the Inspector is using poor judgement do as he says but let me know and I will go to the street and decide the matter.

Yours Truly

E A Collier

Resident Engineer

Approved

W D Clarke

Division Engr

October 17th, 1922.

Hon. C. F. Daniels,
County Judge of Yamhill County,
McMinnville, Oregon.

Dear Sir:

Acknowledging receipt of yours of October 12th regarding proposed change of line near Rex:

From conversation with Mr. Gunning, whom I chanced to meet in Newberg on Saturday, and our Resident Engineer, Mr. Collier, I believe the only objection of property owners to this change is: First, on the part of Mr. West - the natural objection to giving up additional land, which can only be and should be met by proper recompense for the land taken; and second, on the part of Mr. Hunt - the objection to loss of certain small trees and shrubs along the road which he feared would ensue. Mr. Collier advises that the relocation will in no wise affect this shrubbery, and I believe assurance of that fact which Mr. Collier can give Mr. Hunt will remove his objections.

As stated to Mr. Gunning, I am entirely willing to come over and go over this matter with you and the property owners if any good is to be accomplished thereby, but do not believe we can make any change in the location from that proposed which will meet the objections of Mr. West, and at the same time accomplish what we wish to accomplish in improvement of the highway.

I trust therefore that you can arrive at a settlement with the property owners on the basis of the location as at present outlined, and that such settlement may be accomplished at once in order that grading work may proceed without delay.

Very truly yours,

HERBERT HUNN,
State Highway Engineer

By
Division Engineer.

WDC:AP

C. F. DANIELS, JUDGE
C. B. WILSON, CLERK

COUNTY COURT OF YAMHILL COUNTY

McMINNVILLE, OREGON

ANSWERED
W. D. CLARK

October 12th,
1 9 2 2.

RECEIVED
OCT 13 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klien, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

In regard to the changing of the location of road near Rex by making a slight variation in the survey, will say that will be much more satisfactory to the parties we have to deal with, and I think the improvement will be practically as good as the present survey.

If it is convenient would be glad to have you send over the Engineer in charge of this work and we will go down together and see if we can't adjust this matter with the parties directly interested.

Yours very truly,

C. F. Daniels,

County Judge.

CFD:S.

October 16th, 1922.

Messrs. Cummins & La Pointe,

McMinnville, Oregon.

Gentlemen:

I am handing you herewith a copy of executed contract No. 589, dated August 29th, 1922 and covering 3.64 miles of concrete pavement between Newberg and the Multnomah County Line on the West Side Highway in Washington and Yamhill County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

BAK IG

Encl.

PR 31

34PA

September 12th, 1922.

Memorandum to Mr. McCullough:

In connection with the resurfacing of the Newberg Multnomah County Line Section, the question arises as to the pavement to be placed on bridges, particularly the Tualatin River Bridge at Onion Flat Trestle, and the trestle a short distance south of west of Six Corners. In all these cases the existing pavement is in very poor condition, being badly cracked throughout and in several places completely broken away.

Please advise, if in your judgement these bridges will stand the additional weight of a standard bridge paving three and one-half inches in the center and one inch on the edges, in addition to that already in place, as I believe nothing less than that should be used, even if it is necessary to remove the present paving in order to lighten dead load on the bridge.

W. D. Clarke,
Division Engineer.

WDC:AP

34PA

Pt 3
1 1

October 9th, 1922.

Mr. C. G. Reiter,
Resident Engineer
Hillsboro, Oregon.

Dear Sir:

Referring to yours of October 2nd regarding proposed widening of the pavement through Tigard at the expense of the town, the engineering work in connection with such widening may be handled by the state in the same manner as applies in the City of Gaston.

Very truly yours,

Division Engineer.

WDC:AP

HERBERT NUNN
STATE HIGHWAY ENGINEER

ANSWERED
W. D. CLARKE

OREGON STATE HIGHWAY COMMISSION
SALEM

Hillsboro, Oregon.
Oct. 2nd, 1922.

NOTED
W. D. CLARKE

Herbert Nunn.
State Highway Engineer. Attention W.D.Clarke-Div. Engr.
Salem, Oregon.

Dear Sir:

The Town of Tigard are considering widening out the pavement thru the business section-approximately 9 feet on each side. They are not incorporated so I explained to them that it would be necessary for them to make satisfactory arrangement with the contractor for payments or else put the money in the States hands before work began.

They have quite a bit of rock along the side of our pavement and I believe with a little grading and by obtaining rock from the County for sub-grade, that a two inch top would take care of their needs. No doubt they would have the County do the grading and rocking.

Would the State contract prices hold good for the Town? Would the State do the engineering without cost to the Town.

Mr. Evans, Cashier in the bank, is the leader in this movement in case you would want to talk with him any time you may pass thru Tigard.

Very truly yours,
C.G.Reiter.
C.G.Reiter.
Resident Engineer.

RECEIVED
OCT 3 - 1922
OREGON
STATE HIGHWAY COMMISSION

Pf 23/

34PA

October 9th, 1922.

Mr. E. A. Collier,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

At its meeting on Saturday, the Highway Commission approved the change of line at the foot of Rex Hill, and directed that the matter of improvement at the Middleton undercrossing be taken up with the railroad, looking to a change in this structure.

These matters will be taken up with the contractor and railroad company and you will be further advised as to manner ofhandling, this letter being, in the main time, information and instructions for omitting from immediate construction, the necessary portions covered by the proposed changes.

Very truly yours,

Division Engineer.

WDC:AP

October 9th, 1922.

Mr. E. A. Collier,
Resident Engineer,
Newberg, Oregon.

Mr. C. G. Reiter,
Resident Engineer,
Hillsboro, Oregon.

Dear Sir:

In the matter of paving of bridges on the Newberg - Multnomah County Line Section, the Bridge Department advises that all bridges on this section, with the exception of the Truss Span of the Tualatin River Bridge are sufficiently strong to carry our standard bridge paving (two inches at edges and three and one-half inches in the center) in addition to paving material already in place. This will apply to the trestle approaches to the Tualatin River Bridge, but not to the span, and will be taken to mean that such paving material as is necessary to make a satisfactory surface, can be added to the existing pavement without removing the existing pavement up to the above mentioned standard thickness.

In cases where the present surfacing is in good condition, without much cracking, the thickness of new material to be added may be reduced somewhat to the standard thickness, but in cases where the existing paving is badly cracked, as in the case of the Union Flat Bridge, I think the full standard thickness should be added. On the Tualatin River Span, the standard paving should be used after removal of the existing surfacing.

Very truly yours,

Division Engineer.

WDC:AP

October 3, 1922.

Mr. W. D. Clarke,
Division Engineer,
O F F I C E.

NOTED
W. D. CLARKE

Dear Sir:

Replying to your communication of September 12th in regard to the resurfacing of the bridges on the Section between Newburg and the Multnomah County Line, kindly be advised that the Tualatin River Bridge does not have sufficient strength to stand the addition of any pavement of greater thickness than that already on the bridge.

The other three bridges will stand the additional pavement load which you recommended.

Very truly yours,

Bridge Engineer.

CBM:CC
CC - Mr. K. Hall.

F

34 P 11

PR 73

RECEIVED
OCT 6 - 1922

Crossing at Tigard,Ore.

Hillsboro, Oregon.
October 5th,1922.

H.Smithycomb,Road Master, O.E.Ry.
Oregon Electric Depot.
Portland, Ore.

Dear Sir:

Referring to your crossing at Tigard,Oregon,on the West Side Highway, we would appreciate it if you could put this in immediately. The O.E. have raised their tracks and put in new timbers which makes a bad situation until your tracks are raised and our pavement is put in.

As soon as your crossing is fixed up, we will put in our pavement.

I will be pleased to give you the grade at any time you are ready to begin work. I hope that you contemplate all new timbers and a first class job.

Very truly yours,

C.G.Reiter.
Resident engineer.

CG W.D.Clarke-Div. Mgr.
Salem, Ore.

NOTED
W. D. CLARKE

FORM 2A 10M-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. [illegible] GARRATT, HEPPNER
} COMMISSIONERS
R. [illegible] A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

34-9A

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 73/

Mult. Co. Line-Newberg Sec.

Hillsboro, Oregon.
Oct. 2nd, 1922.

NOTED
W. D. CLARKE

Herbert Nunn.
State Highway Engineer.
Salem, Oregon.

Attention W.D.Clarke-Div. Engr.

Dear Sir:

The Southern Pacific Co. have raised their tracks to the elevation which I have shown on the blue print submitted several days ago. I set the grades for them. I believe they have a good job-having used all new plank.

I understand from the section foreman of the Oregon Electric, that they do not intend to put in all new plank for their crossing.

In case the grade line as I have indicated is O.K. I will set grades for the Oregon Electric and would suggest that we try and get them to raise their tracks at once and then put in that short stretch of paving. I make this suggestion for the reason that the S.P. tracks being raised, there is a considerable bump and we could get this fixed up.

Very truly yours,

C. G. Reiter

C.G.Reiter.
Resident Engineer.

RECEIVED
OCT 3 1922
OREGON
STATE HIGHWAY COMMISSION

FORM 8A 10M-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible], PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

34PA

HERBERT HUNN
STATE HIGHWAY ENGINEER

PR 73

OREGON STATE HIGHWAY COMMISSION
SALEM

Line Change 34PA

Newberg Oregon Sept 29 1922

Mr W D Clarke

Division Engineer State Highway

Salem Oregon

Dear Sir;

Herewith sketch and estimate of cost of proposed line change at Pond two miles Northeast of Newberg.

Present pavement has about same grade as the one shown in red 5.8%and5.1% instead of the 5% I have laid out. For drainage the grade through the cut should be 1% and I do not think the short piece of 5% and rolling grade will look or ride bad.

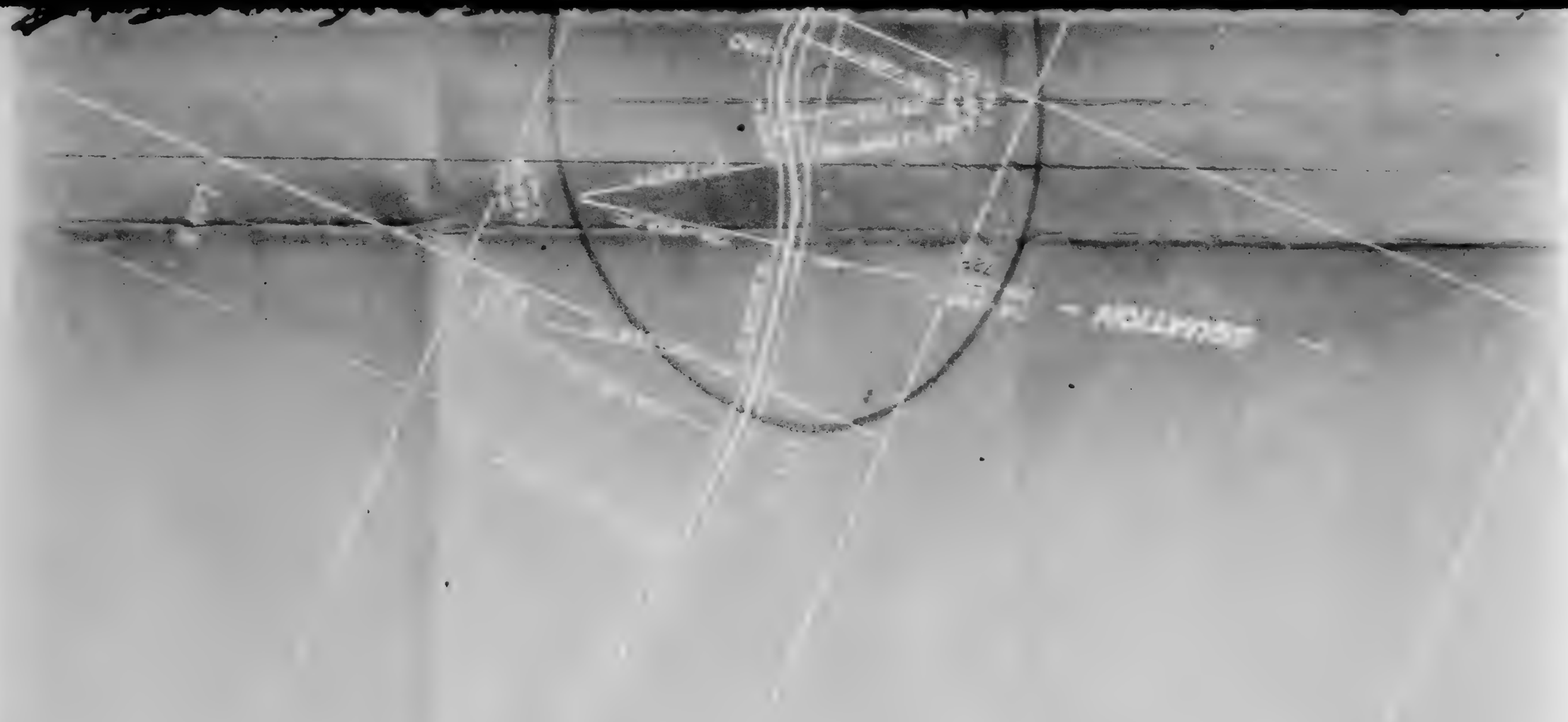
We will be ready to start black pavement at sta 732 near west end of this cahange about Tuesday or Wednesday so if it is probable this change will be made please notify me by mail or wire before then and I will have them start at Sta 735. If you want more information call on me.

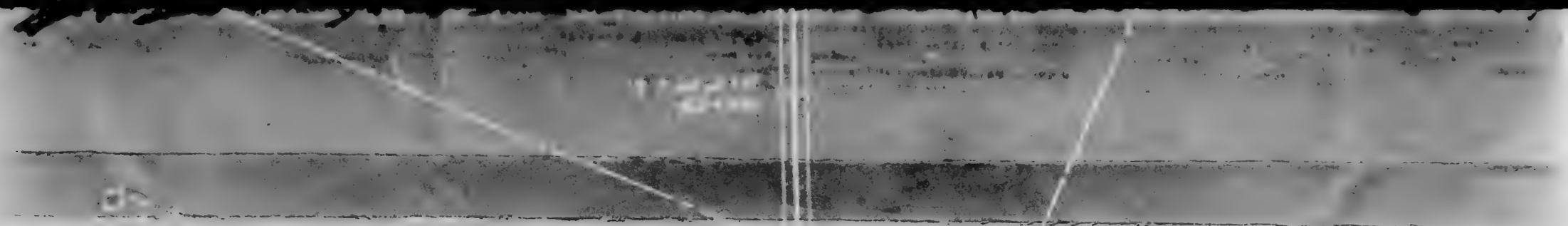
Yours Truly

E.A.Collier

Resident Engineer

RECEIVED
SEP 30 1922
OREGON
STATE HIGHWAY COMMISSION





RECEIVED
SEP 24 1932

PR 73

NOTED

September 23, 1932.

Mr. A. J. Schlecht,

Tigard, Oregon.

NOTED
W. D. CLARKE

Dear Mr. Schlecht:

Your letter of September 22nd in regard to closing the highway near Tigard received.

The State Highway Department requires that its employees be courteous at all times on our construction, and this matter will be investigated.

For your further information will say that contractors are held fully responsible for damage to life and property on contract work. Therefore, they are particular about allowing traffic through during working hours.

The department does not like to have traffic over the work during working hours, but takes every precaution to facilitate the moving of traffic where it is allowed.

Please accept my thanks for calling this matter to my attention.

Respectfully,

HH LC

State Highway Engineer

RECEIVED
SEP 29 1922
OREGON
STATE HIGHWAY COMMISSION

[redacted]
NOTED
W. D. CLARKE

Tigard Ore Sept 23-22

State Highway Commission
Gentlemen:

Permit me to call your attention to the unnecessary and inexcusable inconvenience being caused to the public in general and in particular to the people living in the vicinity of Tigard by the men in charge of paving in that district

To day it was necessary for me to call at the telephone office. When turning onto the highway at McDonald's store, I was told by the man in charge that it would be necessary to make a detour of about 1/4 mile. The distance from McDonalds store to the telephone office is not over 300 ft. No work was being done on said 300 ft. A truck load of "Hot Stuff" was being unloaded at about the center of the road connecting the highway at this point. After this truck had been unloaded, it would easily have been possible to go by with out causing any inconvenience to the men. The only reason I can see for causing such inconvenience is the swell head of the men in charge. They should be taken down a peg or two, so that it will again be possible to buy a hat big enough to fit them.

This may be the only complaint to reach you; but many others have equally good reasons to complain.

I have given the above explanation preliminary to asking the following question: Does the Commission sanction and approve such tactics?

Yours very truly
A J Schlecht

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.------

September 25, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
SEP 26 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Enclosed are three copies of project agreement for Oregon 72, (West Side Highway, Newberg section, repaving), for the signature of the State Highway Commission.

Yours very truly,

District Engineer.

Fed. $225,979.51
State 143,650.19
$369,629.70

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

September 25, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
SEP 26 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We have forwarded P. S. & E. covering Oregon 73,(West Side Highway, Newberg section, repaving), with our recommendation for approval as of August 29, 1922.

You are hereby authorized to claim payment for all work done on this project subsequent to the date of recommendation: Provided, however, that such authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer, and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is finally executed. The payment is also contingent upon the appropriation being made by Congress as noted in our letter to you as of July 12, 1922.

Yours very truly,

District Engineer.

Form No. 89.

PR 17

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 24, 1922

Job Name Washington 2nd Yamhill

Week from Sept 17th to 23rd

Mail Address Hillsboro Ore.

Highway Tualatin Valley 2nd West Side

Telegraph or Telephone Address

County ..... Job Prefix 34 PA

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Paving on West Side Highway 2 days (22nd 23rd)
Top Pull running about 4.5 - Baxord Binder about 5.55
Looked up data on old County Road at Votow Undergrade Crossing on West Side Highway.
Mr. Fleischhauer at Gaston has promised to finish up the grading in Gaston outside the edge of the pavement and extending to ditches.
Gaston Cheese Factory are working to incorporate at the completion of which we should be able to get Rt of Way - have taken this up with them several times -
Will submit Estimate + price of rock for Shoulder rock on Hills- F.Gr Section - F.Gr- Gaston - and Gaston Yamhill -
County Court has asked for Survey for borrow earth for Dairy Creek Fill and bridge replacement west of Hillsboro.
D.W. Hoffman only man I have - time on Market Roads.

RECEIVED
SEP 28 1922
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. D. CLARKE

(See back of this sheet for instructions and detailed information.)

Signed C. L. Reuter

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party ..... 1 .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 3UPA ..... *Percentage* 60

Other jobs Mo. Hat Eds ..... *Percentage* 40

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

34 PA-1

P.R. #73

September 12th, 1928.

Bureau of Public Roads,
Portland, Oregon.

Attention Mr. G. L. McKesson

Gentlemen:

Confirming our telephone conversation of this morning with reference to contract for concrete paving on the Newberg - Multnomah County Line Section, and to my letter of August 15th on this same subject, the correct stationing for the end of the last section of concrete at the West or South foot of the Bear Hill is 752 + 00 instead of 755 + 00 as given in my letter of August 15th, and instead of 725 + 00 as given in the mimeographed special provisions of the A. B. Kamm Contract.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By
Division Engineer.

WDC:ALP

cc Mr. Geo. McCoo, Res. Engr.,
Newberg, Oregon.

3UPA-1
#73

September 18th, 1922

Mr. Geo. McGee,
Resident Engineer
Newberg, Oregon.

Dear Sir:

Please be advised that a change in plans for concrete paving on the Newberg-Multnomah County Line Section has been approved, which provides for the installation of bar reinforcement consisting of ½" square bars placed 6" from ends and sides of each half panels. With ½" x 5'0" tie bars spaced at approximately 5' intervals intermittent in panels. This will make the reinforcement in a 30' panel consist of four longitudinal bars 29' 4" long, two transverse bars 17' 6" long, and five tie bars 5' 0" long.

The project estimate has been revised in accordance with the foregoing to show 32,000 pounds of bar reinforcement instead of 12,000 pounds, as shown in the scheduled prices in the contract.

Very truly yours,

Division Engineer.

WDO:P

cc Mr. O. G. Reiter,
Hillsboro, Oregon.

Form No. 39

1923

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 10th, 1922

Job Name Newberg-Multnomah Co. line resurface

Week from Sept 3rd to 9th, incl.

Mail Address Newberg, Ore.

Highway Westside

Telegraph or Telephone Address " "

County Yamhill & Washington Job Prefix 34PA 36PA

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This report is intended to cover work done on bituminous re-surface, on the south end of Contract # 581, with A.D. Kern, in Washington County. C.G. Reiter, Res. Engr. is in charge of North end same contract.

Contractors began laying headers for base and binder course at approximate station 393, on Sept. 5th. Began laying base from Newberg plant of Warren Construction Company, on Friday the 8th. Running a richer mix in asphalt in 1 ft. extra widening than on remainder of binder course.

It is planned to detour traffic arond points of construction, when detours are passable. When not it will be passed thru at certain definite hours, and road will be opened at nights.

Cummins & LaPointe, Contractors on 3.64 miles of concrete re-surface, Newberg-Mult. Co. line report they will begin laying forms for same at appróximate station 544, on or about Sept. 13th. They report no cement available for 30 days from date.

NOTED
W. D. CLARKE

RECEIVED
SEP 11 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed George McGee

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 12.8

Miles paving completed none

Average daily sq. yds. this week none complete.

Miles shoulders completed both sides none

Contractor's average force for week 25 men,

2 teams, 2 trucks

Percentage of total required yardage now in place 0.0

Job will be completed about June 15th, 1923

Number men in Engineering Party 1

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 34PA, South *Percentage* 85

Other jobs 36AC *Percentage* 15

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

September 7, 1922.

NOTED
W. D. CLARKE

Bureau of Public Roads,
Portland, Oregon.

P. R. 73

Gentlemen:

Herewith we are enclosing six copies of revised estimate as basis for project agreement on the Multnomah-County Line - Newberg Section, Oregon Project No. 73.

The matter of reinforcement of the concrete pavement was discussed with Mr. Bunn, and upon his instructions to conform with the recommendations of your office in the matter of additional reinforcement, the estimate has been revised to include the extra quantities of steel required.

Four blue print copies of Sheet 2 of the plans are today going to you, under separate cover.

Very truly yours,

HERBERT BUNN,
State Highway Engineer

By
Assistant Office Engr.,

JWD:AP

NOTED
W. D. CLARKE

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 78

MULTNOMAH COUNTY LINE-NEWBERG SECTION OF THE WEST SIDE HIGHWAY

IN WASHINGTON AND YAMHILL COUNTIES

(Estimate as Basis for Project Agreement)
(Based on Contract Prices)

15.7 Miles of Paving — Salem, Oregon, Sept. 7, 1922.

Bituminous Pavement Contract

128,700	Sq.yds	Bituminous Conc. Wearing Surface	$ 1.11	$ 142,857.00
24,000	Batches	Binder Course	3.67	79,320.00
400	Cu.yds	Broken Stone for Sub-base	3.75	1,500.00
2,100	Cu.yds	Broken Stone for Shoulders	3.75	7,875.00
127,300	Lin.ft.	Shoulder Construction	.04	5,100.00

Concrete Pavement Contract

7,500	Cu.yds	Concrete Pavement	10.70	80,250.00
12,000	Lin.ft.	Expansion Joints	.12	1,440.00
92,000	Lbs	Bar Reinforcement	.06	5,520.00
1,500	Sq.yds	Cutting Old Pavement	.50	750.00
25,500	Sq.yds	Paving in Two Strips	.10	2,550.00
1,500	Cu.yds	Broken Stone for Shoulders	3.25	5,625.00
25,500	Lin.ft.	Shoulder Construction	.04	1,020.00

Sub-total	$ 336,807.00
10% Engr. & Cont.	33,693.70
Total	$ 369,629.70

Cost per Mile $23,543.29

State Funds Available	$143,650.19
Federal Aid Requested	225,979.51
	$ 369,629.70

Federal Aid Recommended $ _____

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
PORTLAND, ASTORIA & PACIFIC RAILROAD COMPANY
GALES CREEK & WILSON RIVER RAILROAD COMPANY
UNITED RAILWAYS COMPANY

34PA
#73

OFFICE OF SUPERINTENDENT.

Portland, Oregon,
September 6, 1922.
V 500-12-6.

NOTED
W. D. CLARKE

State Highway Commission,
Salem, Oregon.

Gentlemen:-

ATTENTION MR. HERBERT NUNN - STATE HIGHWAY ENGINEER:

Your letter August 21st regarding raising of Oregon Electric tracks at crossing of west side highway, Tigard:

Instructions have been issued to raise this track from between 4½ and 5 inches in accordance with your letter, and this work should be completed by the 10th of September.

Yours very truly,

G. E. VOTAW.
SUPERINTENDENT.

GEV-g.

RECEIVED
SEP 8 1922
OREGON
STATE HIGHWAY COMMISSION

OR

September 2, 1922

Cummins & La Pointe,
McMinnville, Oregon.

Gentlemen:

I am handing you herewith four copies of contract No. 589 for the construction of 5.64 miles of concrete pavement on the Newberg-Multnomah County Line Section of the West Side Highway in Washington and Yamhill Counties.

Please execute all four copies of the contract and bond and return to this office for the signatures of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

LM

Encls.

September 1st, 1922.

Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON

Gentlemen:

Herewith we are enclosing six copies of Estimate as Basis for Project Agreement on the Multnomah County Line - Newberg Section, Oregon Federal Aid Project No. 73.

Very truly yours,

HERBERT [illegible]
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeCoux

AF

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 75

MULTNOMAH COUNTY LINE-WEBERG SECTION OF THE WEST SIDE HIGHWAY

IN WASHINGTON AND YAMHILL COUNTIES

(Estimate as Basis for Project Agreement)

(Based on Contract Prices)

15.7 Miles of Pavement — Salem, Oregon, August 30, 1922.

Bituminous Pavement Contract:

128,700	Sq.yds	Bituminous Conc. Wearing Surface	$ 1.11	$ 142,857.00
26,000	Batches	Binder Course	3.07	79,820.00
400	Cu.yds	Broken Stone for sub-base	3.75	1,500.00
2,100	Cu.yds	Broken Stone for Shoulders	3.75	7,875.00
127,800	Lin.ft.	Shoulder Construction	.04	5,100.00

Concrete Pavement Contract:

7,800	Cu.yds	Concrete Pavement	10.70	80,250.00
12,000	Lin.ft.	Expansion Joints	.12	1,440.00
12,000	Lbs.	Steel Tie Bars	.06	720.00
1,500	Sq.yds	Cutting Old Pavement	.50	750.00
28,500	Sq.yds	Paving in Two Strips	.10	2,850.00
1,700	Cu.yds	Broken Stone for Shoulders	3.25	5,525.00
28,500	Lin.ft.	Shoulder Construction	.04	1,140.00
		Sub-total		$ 351,827.00
		10% Engr. & Cont.		35,122.70
		Total		$ 364,349.70

Cost Per Mile $ 23,206.98

State Funds Available	$ 141,598.21
Federal Aid Requested	222,751.49
	$ 364,349.70

Federal Aid Recommended - $ _____

Form 2103

STANDARD
5-22-40,000

SOUTHERN PACIFIC LINES

OFFICE OF
E. L. KING,
SUPERINTENDENT

NOTED
W. D. CLARKE

IN REPLY PLEASE REFER TO
NO.

PORTLAND, OREGON
Aug.29,1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention Mr. W. D. Clark

Referring to your letter of Aug.21st with regard to recent crossing near Tigard, to permit additional surface of highway.

We will arrange for the raising of this crossing at the same time the pavement is resurfaced. We presume you will insert stakes showing how much crossing should be raised, based on your letter, which states 4½ inches is the correct amount.

Yours truly,

RECEIVED
AUG 31 1922
OREGON
STATE HIGHWAY COMMISSION

FORM 2A 10M-3-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1922
OREGC
HIGHWAY CO.

324PA
#73

OREGON STATE HIGHWAY COMMISSION

SALEM

Contract #581

Hillsboro, Oregon.
August 26th,1922.

NOTED
W. D. CLARKE

Herbert Nunn.
State Highway Engineer.
Salem, Oregon.

Attention W.D.Clarke-Div. Engr.

Dear Sir:

I met Mr.Patterson, A.D.Kern's superintendent for the Multnomah County end of the Rex-Tigard resurfacing work, on the job last Thursday and went over the road with him.

I note from the contract that the second stretch of concrete begins at Sta. 166 which is the point at which Kern would like to begin laying the black pavement from the Portland plant. This station is about the top of the hill south of Tigard. I selected a point at which they will begin to prepare the shoulders for headers. I will check up this point on the profile from the grade line.

Mr.Patterson has 4" headers on the ground which will allow for 1½" binder over the old pavement and 4" in the shoulder, 2" top to go over this. The headers were on the ground when I was there with him. He proposes to use the spikes in the roller wheel to loosen up the rock which I believe will do no harm to thecompactness of the subgrade for shoulder material.

They want to begin work on headers Monday the 28th and hope to begin laying hotstuff towards the end of the week.

If possible, I would like to meet you on the road as early in the week as may suit you.

Mr.Groce called up, inquiring as to the time they would begin and I wrote him as above.

Mr.Patterson asked as to detours or holding up the traffic for 2 hour periods. I will lokk up any possible detours Monday. From our map it looks possible to detour.

Very truly yours.

C.G.Reiter.

C.G.Reiter.
Resident Engineer.

August 22, 1922.

Mr. C. H. Purcell,
District Engineer, Bureau of Public Roads,
New Post Office Building,
PORTLAND, OREGON.

PR #73

Dear Sir:

In discussing with our Division Engineer, Mr. Clarke, the matter of specifications for the concrete paving on Federal Aid Project No. 75, we learned that you had suggested to Mr. Clarke that certain features be incorporated in the specifications, which are quite different from the specifications which were approved by you when this work was previously advertised.

Some of the changes recommended by you are satisfactory to us, but others represent departures from our standard practices that we do not approve, and that result in increased cost, which does not appear to us to be warranted. We placed a call for you this morning, but were advised by your Mr. Anderson that you were away from the office, and would not return for several days. We had wished to take these matters up with you before preparing the specifications to go out to contractors, but your absence has made this impossible. We are therefore preparing the specifications for the work along much the same lines as the specifications originally approved by you, omitting those suggested changes, of which we do not approve.

It is agreeable to us to place the "cleat", as it has been referred to, at the lower end of the slab instead of at the center, and this has been so specified, the size of cleat to be three inches by twelve inches.

We do not approve of the extension of the cleat under the adjoining slab for several reasons, the more important being: (a) the fact that we do not believe that this thin slab of concrete would make any better support for the end of the adjacent slab than the existing bituminous foundation upon which the whole of the slab rests; (b) the difficulty and extra cost of constructing a joint of the type you recommend.

The application of a coat of asphalt paint in the longitudinal joint in the pavement would probably act to waterproof the joint to some extent, but we are of the opinion that pouring the joint with asphalt a year or two after construction will be much more effective and can be done at no greater cost. There is some question too, as to the importance of waterproofing this joint especially when any water that might get through could not reach the subgrade through the old bituminous surfacing.

As regards reinforcement of the pavement, we have concluded that with the pavement laid in two strips, no transverse reinforcement is required, and as all of the pavement is to be on grades of five per cent or more, longitudinal reinforcement would serve no very useful purpose. With the pavementlaid in two strips, there is no reason to expect longitudinal cracks, and on heavy grades, there is no opportunity for transverse cracks to open up. These things together with the fact that the pavement is upon the most excellent kind of a foundation, convinces us that reinforcement is unnecessary, and would therefore be an unwarranted expense.

The specifications are being prepared along the lines indicated above, and copies will be forwarded to you as soon as ready. We trust that after consideration of our views as above briefly set out, that you will find the specifications as prepared, acceptable. We are sure that they represent a standard of paving construction equal to any we have yet undertaken, and we would not wish to be forced by your Bureau to make any changes which would tend to increase the cost of the already relatively expensive type of construction which we have specified, unless it can be shown conclusively that the construction which we propose is not adequate.

We regret that you are away from your office at this time, making it impossible to take these matters up with you before the specifications go out to contractors.

Very truly yours,

HERBERT NUKE
State Highway Engineer

By
Office Engineer .

SHP:AP

C C 34?A C C

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

August 21, 1922.

RECEIVED
AUG 22 1922
POST OFFICE BOX NO.
STATE HIGHWAY DEPT.
PORTLAND, OREGON.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

NOTED
W. D. CLARKE

REFERRED TO

Attention Mr. W. D. Clarke.

BY H. [illegible]

Dear Sir:-

This is in reply to your letter dated August 22 regarding specifications for Oregon Federal Aid project No. 73.

There seems to have been a slight misunderstanding as to facts. The several features commented upon in your letters were not "changes recommended" by this office but were changes agreed upon in a conference between Mr. Clarke representing your department and Mr. McKesson representing this Bureau.

The design of the cleat was suggested by us and it is believed that the support of the joint at the end of the lower panel would have justified the very slight increase in cost. This method of supporting joints has been successfully used in the City of Los Angeles for about ten years. However, we do not care to insist upon the change of a minor detail of this sort.

The painting of the center joint is, we believe, a very cheap substitute for the mastic longitudinal joint used in Washington and elsewhere.

As to reinforcement, your plans as originally presented and agreed upon included reinforcement. The plan recently agreed upon included slightly less reinforcement than originally specified by you. We believe

transverse cracks are more likely to occur where the panels are 9' x 30' than where panels are 18' x 30'. Two lines of longitudinal reinforcement would probably tend to prevent temperature cracks from forming and we believe the benefit justifies the cost.

In the letter from Mr. Clarke, dated August 15, one section of concrete is given on Station 521 to Sta. 523 with a length of 2200 feet. This is obviously a clerical error and Sta. 521 should be Sta. 501.

The special provisions have not as yet been received. Revised copy of page 2 of plans has just been received. This shows the cleat 2 x 12 instead of 3 x 12 as stated in your letter. We believe 3 x 12 to be minimum size if these cleats are to serve any useful purpose.

Yours very truly,
C. H. PURCELL, District Engineer,
By G. M. Kesson
Acting

August 19th, 1922.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

P. R. 75

Gentlemen:

Herewith we are enclosing six copies of revised estimate to accompany plans on the Multnomah County Line - Newberg Section, Oregon Federal Aid Project No. 75. These estimates have been corrected to cover the revised respective quantities for bituminous and concrete pavement.

Four blue print copies of the corrected summary sheet of the plans are going forward to you, under separate cover.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza

AP

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. [illegible]

MULTNOMAH COUNTY LINE - NEWBERG SECTION

of the

WEST SIDE HIGHWAY IN WASHINGTON AND YAMHILL COUNTIES

(Revised Estimate with Plans. Not as basis for Project Agreement)

15.7 Miles of Pavement — Salem, Oregon, August 14, 1932

Bituminous Pavement Contract:

128,700	sq.yds	Bituminous Concrete Wearing Surface	$ 1.11	$ 142,857.00
26,000	Batches	Binder Course	3.07	79,820.00
400	cu.yds	Broken Stone for Sub-base	3.75	1,500.00
2,100	cu.yds	Broken Stone for Shoulders	3.75	7,875.00
127,800	Lin.ft.	Shoulder Construction	.04	5,100.00

Concrete Pavement Contract:

7,500	cu.yds	Concrete Pavement	12.85	32,625.00
12,000	Lin.ft.	Expansion Joints	.12	1,440.00
12,000	Lbs.	Steel Tie Bars	.06	720.00
1,500	sq.yds	Cutting old Pavement	.75	1,125.00
36,500	sq.yds	Placing Pavement in Two Strips	.15	5,775.00
1,700	cu.yds	Broken Stone for Shoulders	2.75	4,675.00
38,500	Lin.ft.	Shoulder Construction	.03	1,155.00

Sub-total	$ 344,667.00
10% Engr. and Cont.	34,466.70
Total	$ 379,133.70

Cost per mile $ 24,142.64

State Funds Available	$ 147,343.75
Federal Aid Requested	231,789.95
	$ 379,133.70

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE

REFER TO FILE NO.-----

July 25, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Plans for Oregon Federal aid project No. 73 (West Side Highway, Multnomah County Line to Newberg) have been received and reviewed.

These plans are satisfactory to us except as to type of pavement on grades. Under the plans the Rex Hill is to be paved with concrete. There are, however, a number of other sections on the project where the gradient is from 5 to 6½%, and these sections should, we believe, be paved with concrete. The sections referred to are as follows:

Sta. 0/00	to Sta.	32/00	- - Grade	6-6½%	
" 167/00	" "	181/00	- - "	6%	
" 501/00	" "	514/00	- - "	6-3/10%	
" 544/00	" "	547/50	- - "	5.80%	
" 562/00	" "	570/00	- - "	5.90%	
" 584/00	" "	593/00	- - "	6.0%	
" 672/00	" "	718/599	- - "	Up to 7.8%	
" 724/72.8	" "	732/00	- - "	5.08-5.8%	

The paving of these sections with concrete will add little to the cost of the project, and we know from past conferences that you agree with us that bituminous pavement should not be laid upon grades in excess of 5%.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

July 1st, 1922

Mr. C.H.Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

P R #73

Dear Sir:

In furtherance of arrangements in connection with Federal Aid Project No.73 (Rex-Tigard Section), we are submitting herewith revised sheets for substitution for sheets 5 and 6 of the project statement, and we wish to outline definitely the type of construction which we propose to use, in order that the specifications, when drawn, may be in accordance with your wishes and may not require revision.

We are enclosing herewith blueprints showing the proposed typical paving sections. The bituminous resurface section will apply to the whole of the project except on the grade known as "Rex Hill", immediately south of the town of Rex. On this hill, we propose to use the concrete type of pavement, due to the fact that on it there is about three-quarters of a mile of seven and one-half percent grade which we believe will be more safe with a concrete surfacing than with a bituminous surfacing.

It was our intention at first to use only such binder course material as would be necessary to bring the pavement to uniform crown and surface, but in order to secure approval of the project as a Federal Aid Project, we are willing to increase the amount of binder course material to give an average thickness of one and one-half inches. We will also increase the thickness of bituminous base under the portion of the pavement beyond the edges of the old pavement, to such extent as to give a full six-inch thickness of pavement at the edges.

The concrete section, we propose to reinforce with six transverse and two longitudinal, ½" sq. deformed bars per thirty-foot panel. To eliminate possibility of the slabs creeping down grade on the bituminous wearing surface upon which they will rest, it is proposed to cut channels transversely across the old pavement at the center of each new slab and to pour same full of concrete at the time the paving is poured, thus forming cleats to hold the slabs in place.

Hauser, 190 — 290 00 — 34 60 — Basin 18' pavement with concrete on grades

Add for Pub Rds Agreement — 11 800 — 17 000 — 336 600 — one way 5%

322 00

East Eq. — 231 500 — 118 800 — Basin 16'

11 800 — Add for Concrete

243 300

290 400
231 500
58 900
118 00
70 700

3 x 1 600
NOR 800
5 800
17 000
69 800

In view of the fact that the construction profile and field records for the Bex-Tigard section have in some manner become lost, we ask if it would not be possible for us to delay the submission of plan-profile drawings until after the alignment and grades have been reestablished by the engineering party which will be in charge of the construction. The alignment and grades are already definitely established by the pavement now in place, so that the plan-profile drawings would simply be a record serving no important purpose in connection with the development of plans for the work. As far as we can see, the sending of a party into the field at this time to secure the information necessary formthe preparation of a profile, would be a needless waste of several hundreds of dollars.

We have a 400-scale map in detail form, which we can have traced within the next week or ten days if you desire.

We wish to receive bids upon the work to be done under this project at a meeting of the Highway Commission to be held on July 25th, so that the work can be completed during the present season. To do this will necessitate prompt action by everyone concerned and we therefore request that you give this project the earliest attention possible. In order not to delay the receiving of bids, it will be necessary that final agreement in regard to plans, specifications etc., be reached within the next week.

Very truly yours,

[redacted]
State Highway Engineer

By

Office Engineer

SHP:VLB
(Encl.)

25. Reconnaissance estimate of cost of project:

Made by W. D. Clarke Date May 5, 1922

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ____% rock				
	Sq. yds.	Surfacing of				
167,400	sq.yds	2" bit. wearing surf.	1	16	192,510	00
26,000	Gallons	Bitum. Binder	3	92	101,920	00
5,000	cu.yds	Broken Stone	2	75	13,750	00
164,000	lin. ft.	Shoulder construction		03	4,920	00
7,600	Gallons	Bitum. Base	3	92	21,560	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
Extra Work						
	Heating pavement for bond				4,000	00
	Trimming earth shoulders and ditches				5,000	00

Length, 15.7 miles.

Cost, $ 24,078.08 per mile.

Subtotal	343,660 00
10% Engineering and Contingencies	34,366 00
Total	378,026 00

This estimate approved by:

$ 251,112.25

Office Engineer
(Title)

26. Amount of Federal aid desired

(State in lump sum or percentage, but not both.)

8—4256

15. Proposed width of surfacing 18 ft; feet between ditches 24ft.; approximate maximum gradient 7.5 per cent.

16. Proposed type of construction Bituminous re-surface with 8' rock shoulders

17. Location, nature, and extent of deposits of local materials suitable for use on this project gravel and sand at Newberg. Broken Stone at Portland

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $146,913.27 and any additional amounts required. Sale of bonds authorized.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

from the following sources: (Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction —

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4) —

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard forms of contract and bond

Collier @ 1.10
C.R. 4155
Summary
Reiter no no mtl.

CJ 1/22/23

Reiter just sent his estimate etc over today. Please send me Engineering costs to date for 34PA. Also check me on materials on hand Dec 15 1922 4155 yds rock at $2.50.

Collier

LAH Please answer this. -

Eng. Nov. 10 1922 3333.33
Dec 1922 Equip 41.91
" 1922 7405.
to Jan 1 1923
T/Total 3276.52

PR 73

Dear Sir:-

Replying to your request of the 22nd. inst. for information on job 34PA:

Engineering costs to Dec.31,1922	$ 3202.47
Total engineering to date	$ 3276.52

Monthly estimate for Dec.15th. 1922 shows:

Material on hand 4155 cu.yds. cr.rock @ $ 2.50

No materials on hand are shown on Mr. Reiter's estimate.

Yours very truly

F.D.Clarke

Division Engineer

January 30th., 1922.

Mr. L.A.Collier

U.S.Asst. State Highway Dept.

Newberg, Ore.

PR 73

Dear Sir:-

Replying to your request of the 22nd. inst. for information on Job 34 'A'

Engineering costs to Dec.31,1922 ..... $ 3202.47

Total engineering to date ..... $ 3276.52

Monthly estimate for Dec.15th. 1922 shows:

Material on hand ..... 4155 cu.yds. cr.rock @ $ 2.50

No materials on hand are shown on Mr. Witor's estimate.

Yours very truly

V.D.Clarke

Division Engineer

STATE OREGON

PROJECT No. 73
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

Submitted me for
1st P S Aug 6-22-22

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) June 16th, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of OREGON, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its STATE HIGHWAY COMMISSION constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of Chapter 31 Laws of 1920
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Multnomah County Line - Newberg Section
2. Located between Mult. Co. Line and Newberg, County of Wash. & Yamhill
3. Points of beginning and ending On the West side Highway from the Multnomah County Line to the Newberg Viaduct at Newberg
4. Length in miles (gross) 15.7 (net) 15.7

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4314

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any No

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of West Side Highway

11. Improved roads adjacent or contiguous and type of each Connects with paved road at each end

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 35, (*b*) passenger motor vehicles 500, and (*c*) horse-drawn vehicles _____

13. Local traffic, approximate average daily number of (*a*) trucks 100, (*b*) passenger motor vehicles 1200, and (*c*) horse-drawn vehicles 8

14. Description and present condition of traveled way Two inch bituminous surface on broken stone base. Requires resurfacing and reconstruction of shoulders.

8—4396

15. Proposed width of surfacing 16'; feet between ditches 22; approximate maximum gradient 7% per cent.

16. Proposed type of construction Bituminous re-surface with 2' rock shoulders.

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Materials from Western

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

none

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are/will be available for construction: (a) State $241,422.50 and any additional amounts required. Sale of bonds authorized.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

15. Proposed width of surfacing 16'; feet between ditches 22; approximate maximum gradient 7% per cent.

16. Proposed type of construction Bituminous re-surface with 2' rock shoulders.

17. Location, nature, and extent of deposits of local materials suitable for use on this project Materials from Roseburg

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet none

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are/will be available for construction: (a) State $241,423.50 and any additional amounts required. Sale of bonds authorized.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

21. Funds for maintenance to be provided by State
(State or (and) county.)

from the following sources: (Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard forms of contract and bond.

25. Reconnaissance estimate of cost of project:

Made by W. D. Clarke Date May 5, 19[illegible]

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ____% rock				
149,000	Sq. yds.	Surfacing of 2" bit. re-surf	1	15	171,350	00
10,500	Batches	Bitum. Binder	3	92	41,160.	00
6,000	cu.yds	Broken Stone	2.75		16,775	00
164,000	Lin.Ft.	Shoulder Construction		02½	4,100	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
Extra Work						
		Cutting and Burning pavement			4,000	00
		Shoulder work outside rock			5,000	00

Length, 15.7 miles.

Cost, $ 16,982.58 per mile.

Subtotal	242,385 00
10% Engineering and Contingencies	24,238 50
Total	266,623 50

This estimate approved by:

S. H. Probert

Office Engineer

(Title)

26. Amount of Federal aid desired $15,000

(State in lump sum or percentage, but not both.)

8—1256

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

Springbrook

Robinson
Oswego
WASHINGTON CO.
CLACKAMAS
MULTNOMAH
WASHINGTON
Scale 1 in.

MULTNOMAH CO.
CLACKAMAS CO.
PORTLAND
MULTNOMAH CO. LINE - NEWBERG SECTION
WEST SIDE HIGHWAY

CONTRACT #583,

SEE:

CONTRACT #555

583 SEE: Contract 555

CONTRACT#589

SEE:

CONTRACT#581

589 SEE: Contract 581

CONTRACT #592,
593

PR 79 Drews Valley Sec. 1922

592,593

Form No. 31.

9-7/

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Lakeview, Oregon, Oct 14, 1922

Job Name LaPine-Lakeview Highway and Davis Valley section of

Highway Klamath Falls-Lakeview Hwy.

County ..... Job Prefix .....

Week from Oct 9 to Oct 14

Mail Address Lakeview, Oregon

Telegraph or Telephone Address " "

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Rain interfered with work two days during week.
Engineering party engaged all week cross sectioning & on Davis Valley section Klamath Falls-Lakeview Highway. Grading work is progressing slowly there, about 20 men and 16 teams being employed.

Hildebrun has four men putting in a camp, building bunkers at Chewaucan Narrows - No Equipment has arrived for him however and it will be a week or more before he can begin graveling.

C. J. Gillette, rock checker and O. E. Barr, Chainman, reported here Oct. 11th from Medford.
They brought with them Ford #109.

RECEIVED
OCT 17 1922
OREGON
STATE HIGHWAY COMMISSION

Signed P. J. Crowley

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

July 6, 1922.

#79 PR

REFERRED TO
[illegible]
H. E.

RECEIVED
JUL 8 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have your letter of June 28, enclosing Project Statements for projects Nos. 74 to 80 inclusive.

We note that project No. 79 (Drews Valley section) included in the list, is on the highway between Klamath Falls and Lake View. This is one of the sections of the highway which is not recommended for approval by this office because of the fact that in our opinion other highways of greater importance exist in the State, which would have to be omitted were this included in the 7% system. It would, therefore, be impossible for us to recommend this project for approval at the present time.

The other projects are on highways which have been approved, and preliminary inspections will be made at the earliest possible moment.

Very truly yours,

C. H. Purcell

District Engineer.

FORM 2A 1000-2-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. M. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

Lakeview, Oregon,
July 4th. 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I am forwarding by mail to day, 100 ft. scale map of the Drew's Valley section, Klamath Falls-Lakeview Highway.

The profile of this project was forwarded June 18th through Mr. K.E.Hodgman, Division Engineer. When I began work on the map, discovered that the courses as shown on the profile, were incorrect; they should be made to agree with the map.

Very truly yours,

B J Crowley
Resident Engineer.

RECEIVED
JUL 7 - 1922
OREGON
HIGHWAY COMMISSION

STATE Oregon

PROJECT NO. 79
(Not to be filled in.)

FORM P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) June 26th, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance.

1. Local name of road Drews Valley Section of Klamath Falls-Lakeview Highway
2. Located between Bly and Lakeview, County of Lake
3. Points of beginning and ending From a point in Sec. 18, T 38S. R 17E to a point in Sec. 7, T 38S. R 18E. W.M.
4. Length in miles (gross) 8.82 (net) 8.82

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4284

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each none

8. Tolls collected on roads or bridges on this project, if any none

9. Is project part of State's five-year program heretofore submitted? no

10. Purpose project will serve and relation it bears to the road system of the State, (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Klamath Falls-Lakeview Highway. Federal Aid Secondary Highway.

11. Improved roads adjacent or contiguous and type of each Unimproved road at each end.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 2, (*b*) passenger motor vehicles 10, and (*c*) horse-drawn vehicles 2

13. Local traffic, approximate average daily number of (*a*) trucks 2, (*b*) passenger motor vehicles 2, and (*c*) horse-drawn vehicles 1

14. Description and present condition of traveled way Unimproved earth road.

15. Proposed width of surfacing 16; feet between ditches 20; approximate maximum gradient ____ per cent.

16. Proposed type of construction Grading and surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project Broken Stone at Sta. 533

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State $41,901.18 and any additional amounts required. Sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by

(State or (and) county.)

from the following sources:

(Refer to statute.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Act that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department [illegible] the State funds which [illegible] available for construction [illegible]

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard forms of contract and bond.

8—1256

25. Reconnaissance estimate of cost of project:

Made by L.L.Hodgman Date June 24, 19 22

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ____% rock				
	Sq. yds.	Surfacing of				
All Required		Clearing & Grubbing			100	00
45,000	Cu.Yds	Common Excavation		45	20,250	00
5,500	" "	Intermediate "		70	3,850	00
5,500	" "	Solid Rock	1.	40	7,700	00
3,000	Stn.Yds	Overhaul		05	150	00
		Structures of 20′ span or under				
		Structures over 20′ span				
1,000	Lin.Ft	Other items 12" Culv. Pipe	1	75	1,750	00
450	" "	18" Culvert Pipe	2	75	1,237	50
660	" "	24" " "	3	25	2,080	00
60	" "	36" " "	6	25	375	00
700	" "	6" Porous Drain Tile		50	700	00
70	Cu.Yds	Backfill for Drains	3	00	210	00
12	" "	Class "B" Concrete	25	00	300	00
175	" "	Rubble Masonry	12	00	2,100	00
14	M-FBM	Lumber & Timber	75	00	1,050	00
18,000	Cu.Yds	Broken Stone Surfacing	3.	15	56,700	00
				Subtotal	98,202	50
				10% Engineering and Contingencies	9,820	25
				Total	108,022	75

Length, 882 miles.

Cost, $ 12,247.47 per mile.

This estimate approved by:

S. S. Probert

(Title) Office Engineer

26. Amount of Federal aid desired 66,041.87

(State in lump sum or percentage, but not both.)

9—4386

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

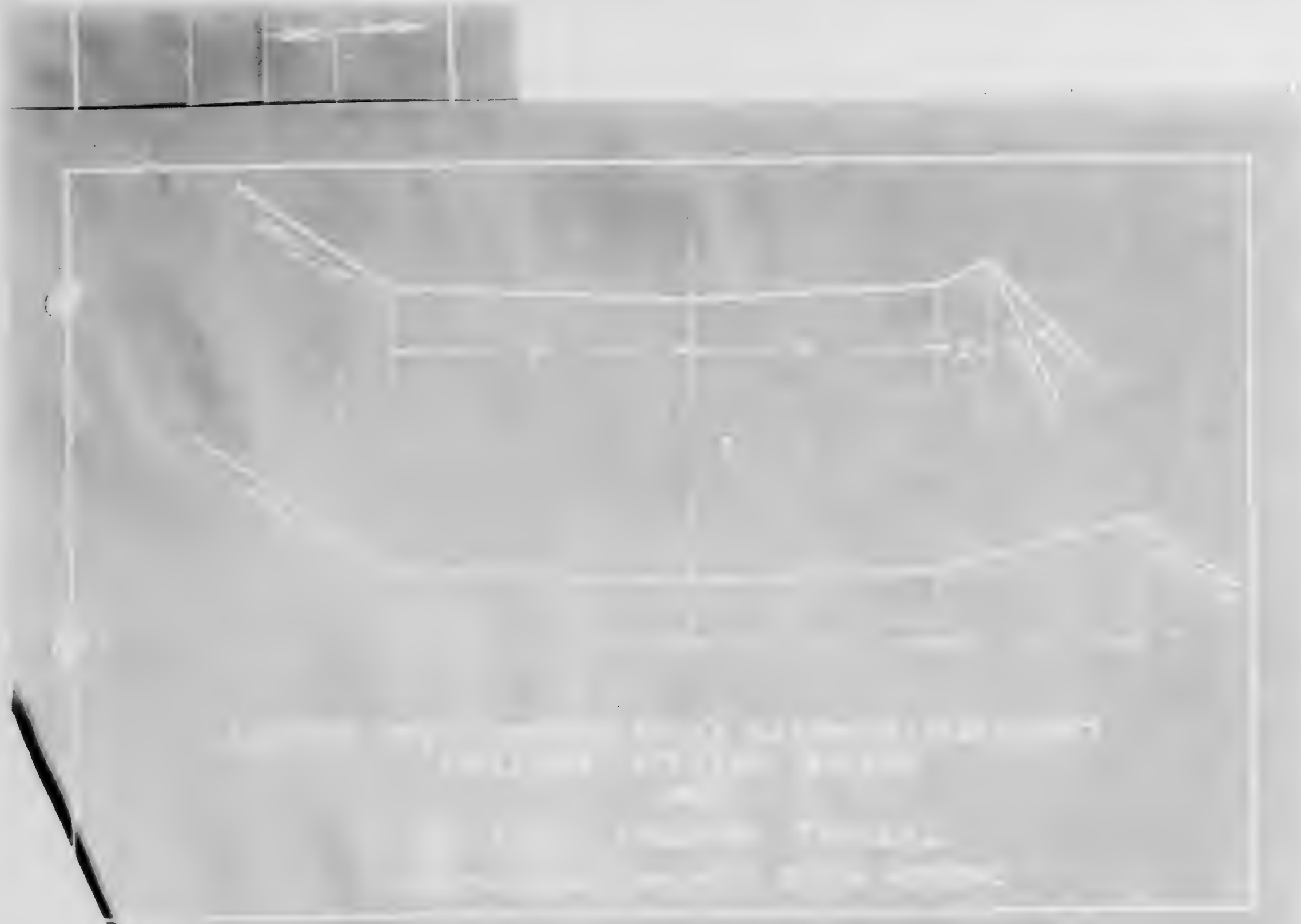
Chairman
(Title of officer.)

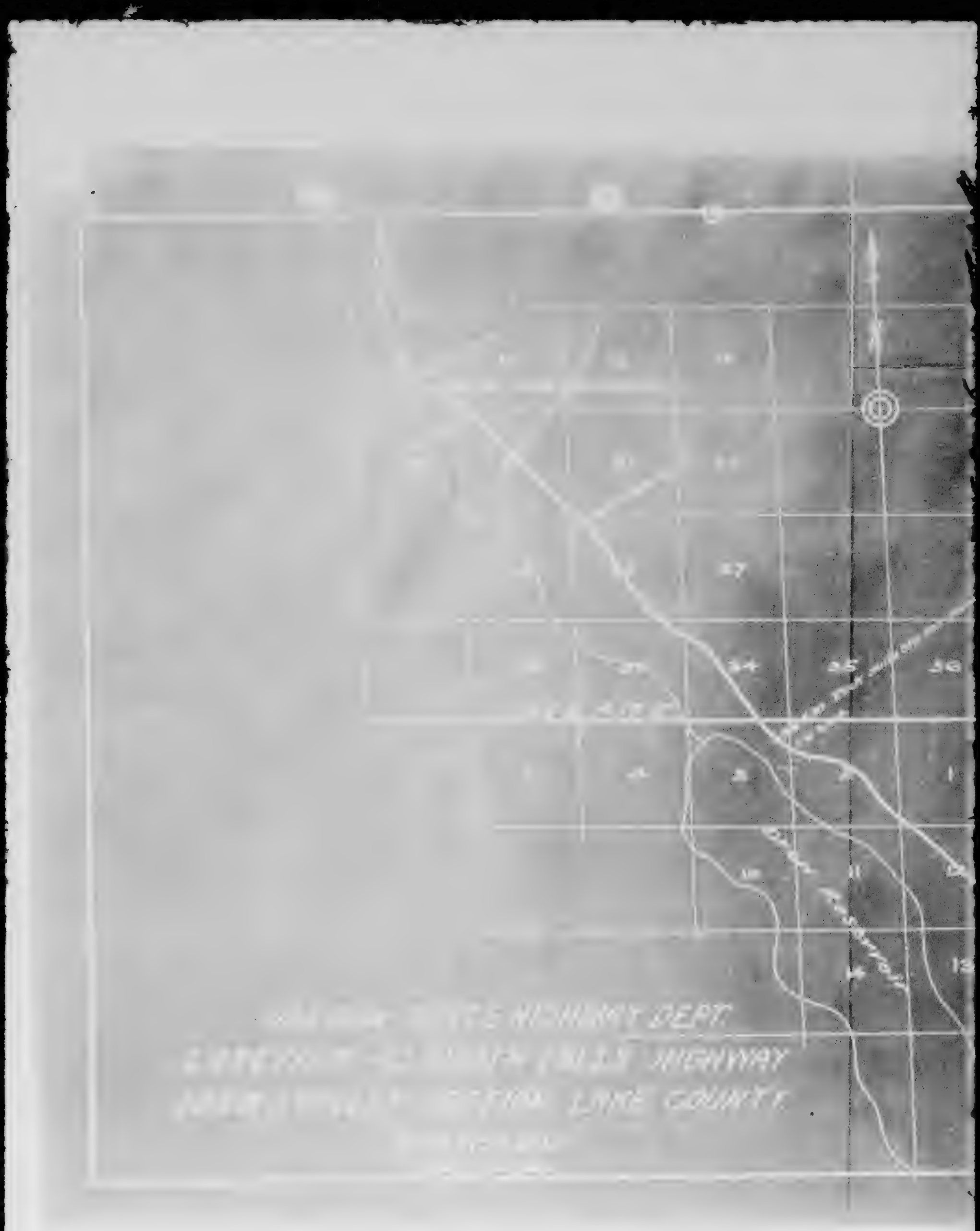
By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

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RY DEPT.
S HIGHWAY
KE COUNTY.

CONTRACT #598,
599.

PR 83 Lamm's Mill-Fort Klamath 1922-1923

PR 83 Lamm's Mill-Fort Klamath 1922-1923

598
599

[redacted]

0913

July 26, 1924.

Mr. A. Bostock,
c/o Mr. R. L. Bartlo,
Route 2,
Grants Pass, Oregon.

Dear Sir:

We are returning to you herewith the record of hauling for the Purple Truck Garage Company which hauling was done by yourself during the month of May 1924.

Investigation of these bills discloses no irregularity and we do not understand just why they refuse to honor them. With the evidence at hand we are unable to make any kind of a check of these in this office. We do not believe that this kind of check will be necessary due to the fact that as you state in your first letter the reason that you have not been paid by the Purple Truck Company was on account of the fact that they had not been paid by Mr. Hodgman. It seems to us that it is up to you to make some kind of a satisfactory settlement with the Purple Truck Company.

In the event that it is necessary to go into the courts to secure payment you are protected by the bond furnished by Mr. Hodgman. If you have not already done so we would suggest that you take this matter up with Mr. Hodgman direct as that would be the more satisfactory way to handle it than taking it into the courts. We do not understand why settlement cannot be made without taking it into the courts.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

Grants Pass.
July 9-1924.

H. P. Glasgow
Dear Sir:-

Enclose you will find the reports and also tickets numbers and also as given Curpin Truck. a copy ten months ago. but they don't seem to give me any satisfaction.

Would like these reports back as they are all we have got.

Thanking you.

Yours Truly
A. Bostock.
Grants Pass.
Ore.

% R. L. Burdic
R. 2.

CRANTS PASS
JUL 9
8 PM
ORE.

Foreign and Domestic

Glasgow
Ore.

...th inst. requesting
... $50 for the construc-
...th Section of the Dalles-
... Commission to Kendrick
...y that the final total
...61 of which amount
...count work.

...ours,

...Highway Engineer.

...Engineer.
...Clerk.

STEAM BOILER
INSPECTION & INSURANCE CO.
STEAM BOILERS
ENGINES

GRANTS PASS, OREGON.

Postage due 2 cents

H. B. Glaisyer
Salem

State Highway Dp. Clerk.

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

AB853

June 25, 1924.

Bates, Lively & Pearson,
General Insurance Agents,
300-309 Yeon Building,
Portland, Oregon.

Gentlemen:

In reply to your letter of the 24th inst. requesting information concerning highway contract No. 898 for the construction of Unit No. 1, Lynn's Mill-Fort Klamath Section of The Dalles-California Highway, awarded by the Highway Commission to Kendrick K. Hodgman and Kenneth E. Hodgman, will say that the final total amount paid to the contractors was $66,725.61 of which amount $1,871.76 represents payments for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

BATES, LIVELY & PEARSON

GENERAL INSURANCE AGENTS

300-309 YEON BUILDING

PORTLAND, OREGON

June 24, 1924.

GENERAL AGENTS FOR

AETNA LIFE INSURANCE CO.
OF HARTFORD, CONN.
ACCIDENT AND HEALTH
COMPENSATION
LIABILITY
LIFE

AETNA CASUALTY & SURETY CO.
OF HARTFORD, CONN.
AUTOMOBILE
BURGLARY
FIDELITY AND SURETY
PLATE GLASS
SPRINKLER LEAKAGE

THE AUTOMOBILE INSURANCE CO.
OF HARTFORD, CONN.
AUTOMOBILE INSURANCE
PARCEL POST
MARINE
FIRE

CITY OF NEW YORK INSURANCE CO.
OF NEW YORK
AUTOMOBILE
FIRE

CENTURY INSURANCE CO., LTD.
OF EDINBURGH, SCOTLAND
FIRE

THE NATIONALE FIRE INSURANCE CO.
OF PARIS, FRANCE
FIRE

HARTFORD STEAM BOILER
INSPECTION & INSURANCE CO.
STEAM BOILERS
FLY WHEEL
ENGINE

Oregon State Highway Commission,
Salem,
Ore.

In re: Contract No.598, Unit 1, Lamms Mill-Fort Klamath Section of the Dalles-California Highway in Klamath Co.
Contractors Kendrick K. Hodgman and Kenneth E. Hodgman.

Gentlemen:

We have your letter advising that final settlement under the above contract will be made on or after June 28th, 1924. Will you kindly advise us the total amount of this contract?

Yours very truly,

BATES, LIVELY & PEARSON

By M. L. Little

MLL/m

Total paid = $66,723.61 of which $1871.76 was final account.

ANSWERED
H. B. G.

June 19, 1924.

13 PE

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 598 for the construction of Unit 1, Lorms Mill-Fort Klamath Section of the Dalles-California Highway in Klamath County, consisting of 9.87 miles of grading and surfacing, has been completed by the contractors, Kendrick K. Hodgman and Kenneth E. Hodgman, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 28th 1924.

The State has been advised of a claim filed against this contract by A. Bostock in amount of $121.60 for labor, but assumes no responsibility for this claim or any others which may be filed against this contract.

This notice is served upon you as surety on the bond furnished by said contractors.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

P.R. 83

June 19, 1924.

Mr. A. Bostock,
c/o von der Hellen's Camp,
Union Creek,
Prospect, Oregon.

Dear Sir:

With respect to your claim in amount $121.60 against the Purple Truck Company of Portland, Oregon, who did the hauling for Hodgman, will say that we have today received a letter from Mr. Hodgman in which he states that you should submit some kind of a statement other than the bare statement that certain amount is due you from the Purple Truck Garage Company. He also states that he has paid all bills which were presented to him by the Purple Truck Garage Company.

In the event that you have kept certain tickets it might be possible to obtain the correct figures in this office. This would give you a check on the total yardage upon which you should have been paid by the Purple Truck Garage Company and should this check disclose that you still have monies coming from them, it should be evidence that would convince them that they are indebted to you.

Mr. Hodgman's address is now Reno, Nevada, in the event that you care to take the matter up with him direct.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

98
1°0E

Reno, Nevada
June 16, 1924.

Roy A. Klein
Salem, Ore.

Dear Sir:-

I am enclosing final estimate of Klamath Falls job.(Lamms Mill. Ft Klamath section)

In regard to a claim of Mr. Bostock against the Purple Truck Garage Co. for hauling covered by several tickets which he claims to have mislaid or lost. will say that I have paid all bills presented by the Purple Truck Garage Co.

I believe that your records will show the number of yds. hauled by Mr. Bostock so that he can easily get a record to show the amounts which he should have received from the Purple Garage Co. - and with that showing I believe they will pay him any amounts due as I believe they are a responsible concern. However if it should be necessary for him to sue them I agree to pay the amount awarded in case it cannot be collected from them. But Mr. Bostock should make something besides the Case Statement

H. B. GLAISYER
NOTED

amount of money due him.
from his or your records he should be able
to produce a statement that will convince the
Purple Truck Garage Co as to the amount they owe
him.

I am planning on being in Portland some
time during the summer, and will be glad to see the
Purple Truck Garage Co. for Mr. Bostock if he will
furnish me some kind of a statement of his claim.

Mr Bostock's letter to you was dated at
Prospect Ore. Apr. 20, 1924.

Very truly yours
Ken Hodgman.

OPR-53

May 19, 1924.

Memorandum for Mr. Probert:

Contract No. 598, Unit No. 1 Lamm's Mill-Fort Klamath Section, The Dalles-California Highway, K. E. Hodgman, contractor.

I have carefully reviewed Mr. Hodgman's claim for adjustment on additional hauling costs on maintenance material.

The contract provided for distribution of maintenance materials in 25 yard piles approximately ½ mile apart, which would have required average haul of materials from loading point or points.

The contractor elected to take his material from two pits, as he was privileged to do under the contract, consequently his haul was averaged from these two pits.

Therefore, in computing the extra cost of hauling maintenance materials to a point ½ mile south of the contract limits, it appears to me to be logical and proper to use the actual average hauling cost as computed by Hodgman rather than the theoretical haul from the one pit at Station 1160 recommended by Division Engineer Kelley.

I am therefore approving payment of this claim in the amount of $232.32, provided the extensions are correct, as submitted by Contractor Hodgman.

RAK:HI

OQ-83

April 26, 1924.

Mr. C. R. De Lap,
County Clerk,
Klamath Falls, Oregon.

Dear Sir:

Receipt is acknowledged of yours of April 21, to which were attached copies of correspondence with the representative of the Indian Service and with our Division Engineer, relating to the construction of future irrigation pipes or structures required to cross The Dalles-California Highway on the Indian Reservation, which is in accord with our understanding.

In the matter of the stipulation executed between the Department of the Interior and the County Court of Klamath County, dated April 19, 1924, included in the file, this is a new subject which has not previously come before the Commission, and if this means the possible flooding of certain sections of the highway at the expiration of the twenty-five year period for power development, this would, of course, be objectionable both on account of the cost of changing the routing and the probable additional distance around the reservoir. However, if the agreement is the best which can be secured from the Indian Department to take care of present necessities, the matter of division of costs in the future in the event of necessary changes can best be made when it comes up for final determination between the parties concerned.

The file is being returned complete as received.

Very truly yours,

State Highway Engineer.

RAK:HI

OFFICE OF
CLERK OF KLAMATH COUNTY
KLAMATH FALLS, OREGON

April 21 1924

State Highway Commission
Portland Oregon

Gentlemen:

I hand you herewith some correspondence with Klamath Indian Department relative to "The Dalles-California Highway" across Klamath Indian Reservation.

In this connection will say that the County Court made an order on April 19th 1924 wherein it accepted certain conditions pertaining thereto. I hand you the county courts order and desire that you return it to me together with the correspondence above referred to after you have looked into the matter.

Yours very truly,

C R Dorris County Clerk

By Allen Akers Deputy.

COPY

S T I P U L A T I O N

WHEREAS, the Department of the Interior, as a condition to approval of the application of the Klamath County Court, Klamath County, Oregon, for permission to open a public highway designated as "The Dalles-California Highway", across the Klamath Indian Reservation, Oregon, requires the execution of this stipulation:

Now, therefore, the Klamath County Court in consideration of such approval does hereby stipulate, covenant and agree as follows:

1. That it will accept the approval of the aforesaid application for permission to construct The Dalles-California Highway or any section thereof across the Klamath Indian Reservation, Oregon, subject to the condition that at any time after the expiration of a period of 25 years from the date of approval of the application, the United States, its permittees, licensees, grantees, or successors in interest, may utilize Upper Klamath Lake for storage of water in any manner as though the application mentioned had never been approved, and as though no road or highway or other structure had been built under the authority of such approval.

IN WITNESS WHEREOF, the Klamath County Court has caused this stipulation to be executed in triplicate and its official seal to be affixed thereto at Klamath Falls, Oreg. on this 19th day of April 1924.

(sgd) R. H. BUNNELL

(sgd) BURRELL SHORT

(OFFICIAL SEAL)

(sgd) C. J. MARTIN
Commissioner

#5[illegible] 18 P.E. 00

P383

April 26, 1924.

Mr. A. Bostock,
c/o von der Mullen's Camp,
Union Creek,
Prospect, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 20th inst. advising us of your claim in amount $121.60 against the Purple Truck Company of Portland, Oregon, who did certain work for contractor Hodgman at Modoc Point.

We do not exactly understand what you wish us to do in the matter but we are today writing to Mr. Hodgman calling his attention to the matter and enclosing a copy of your letter. Mr. Hodgman is a reliable contractor and we do not believe that he is trying to hide stay any legitimate claims.

If he has not as yet called upon the Purple Truck Company of Portland, as you state, it is probably due to the fact that he has highway contracts in the state of Nevada and his presence is required there. Mr. Hodgman's mail address is Winnemucca, Nevada, in case you care to communicate with him direct.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

cc. K. E. Hodgman, Winnemucca, Nevada.

Prospect Ore.
Apr 20-1924

Dear Sir,-

We did some work for Hodgeman at Modoc Point Klamath to Oregon last May. which amounts to $12.50.

We were hired by the Purple Truck Co. Portland Ore. and this amount they claimed was over looked.

Hodgeman was coming to Portland and call on the P. L. Co. he never came so thought I would take the matter up with you.

Hodgeman knows about it.

Yours truly

ACCEPTED
H. B. O.

A. Bostwick
Prospect Ore

9 Union Creek
To Medford Hellen's Camp.

...ember 17, 1923
...P R 88
...A. L. Cordle ... Portland
...
...ter stating that you had
...r claim in amount $12.50
... Dunn & Baker for the
... Mill-Fort Klamath Section
...
...e to disclose whether your
...you on doubt accounts for the
...ion of Dunn & Baker at the
...
...r to the effect that we have
...d information regarding its
...ave no way of passing on
...
...ich were settled by
...mply to notify Dunn & Baker
...the claims; we had nothing
...r them to transmit the checks
...o not know why these were
...t they were settling the
...ediency to expedite the im-
...the project.

Would suggest that you take the matter of your claim up with the surety on the bond furnished by Dunn & Baker as the bond was primarily for the purpose of protecting labor and material claims. The surety on their bond in this instance is the Fidelity & Deposit Company of Maryland, the resident agent for whom is John B. Coffey, Wilcox Building, Portland, Oregon.

#599

180.C-1-

December 17, 1923

P R 83

Castel & Utter,
Fort Klamath, Oregon.

Attention Mr. Alfred E. Castel.

Gentlemen:

We have your letter of the 12th inst. stating that you had notified us by letter on October 18th of your claim in amount $66.45 against W. C. Griffith, subcontractor under Dunn & Baker for the grading and surfacing of Unit No. 2, Lemm's Mill-Fort Klamath Section of The Dalles-California Highway.

A search through our records fails to disclose where your claim was ever received or filed, which reason no doubt accounts for the fact that this was not called to the attention of Dunn & Baker at the time of the other claims.

We have today written Dunn & Baker to the effect that we have a notice of claim but we do not have detailed information regarding it. Further than this we can do nothing, as we have no way of passing on it.

We did not pass on the other claims which were settled by Dunn & Baker, our part in this matter was simply to notify Dunn & Baker and the surety company of the existence of the claims; we had nothing to do with the final settlement of them other than to transmit the checks which were sent to us by Dunn & Baker. We do not know why these were sent to us other than possibly to show us that they were settling the accounts, which would necessarily have a tendency to expedite the issuance of a final warrant in connection with the project.

Would suggest that you take the matter of your claim up with the surety on the bond furnished by Dunn & Baker as the bond was primarily for the purpose of protecting labor and material claims. The surety on their bond in this instance is the Fidelity & Deposit Company of Maryland, the resident agent for whom is John B. Coffey, Wilcox Building, Portland, Oregon.

 12-17-1923

In the event that you do not receive satisfaction from the surety, you will, of course, have recourse to one of the various methods prescribed by law.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

by

Chief Clerk.

HBG:LM

20

Fort Klamath Oregon

December 17 - 1923

RECEIVED
DEC 17 1923

Oregon State Highway Commission,
Salem, Oregon

Dear Sirs,

Your office was notified by letter from us dated Oct. 18th of our claim against W. E. Griffith, Sub Contractor under Dunn & Baker, for construction of the Sammis mill to Fort Klamath Section of The Dalles-California Highway. Our claim is in amount of $60.45

Checks from Dunn & Baker in payment of other like claims have passed through your office to other merchants, but evidently ours has been overlooked.

We are calling Dunn & Baker's attention to the matter again to day but we would be very glad if your office would help us out some.

Very Truly Yours,

Postel & Utter

Agnes B. Postel.

H. B. Q.

Federick & Nelson Co of Portland
John A Carroll
Portland

final warrant will be on 12th Dec.

December 17, 1925

P R 85

Dunn & Baker,
Klamath Falls, Oregon.

Gentlemen:

Enclosed herewith please find receipt for your payment of $289.50 to W. E. Nicholson, covering hay furnished W. C. Griffith, your subcontractor.

We wish also to advise you that there has been filed with us a claim by Castel & Utter against W. C. Griffith, which claim amounts to $62.45. We do not know what this covers. They advise us that they are taking the matter up with you direct.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
Encl.

December 17, 1923

P. R. 53

Mr. W. E. Nicholson,
Fort Klamath, Oregon.

Dear Sir:

This letter is to advise that we have received your receipt in favor of Dunn & Baker in amount $239.6[illegible] for furnishing of hay to W. C. Griffith, subcontractor under Dunn & Baker.

We are today forwarding this receipt to Dunn & Baker.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LH

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

December 3, 1923.

RECEIVED
DEC 4 1923
STATE

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement and certificate have been executed covering Oregon 83, Lamm's Mill-Fort Klamath section. We enclose herewith an original copy each of the agreement and certificate for your files.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

Oregon Federal Aid Project No. 83.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 4, 1923, by the State Highway Commission of Oregon, and on June 30, 1923, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 83; and

WHEREAS, the said State Highway Commission has requested that the said project be divided into two sections, Section A being that portion of the project which traverses non-Indian lands and comprising 23 per cent of the length thereof, and Section B being that portion of the project which traverses Indian lands and comprising 77 per cent of the length thereof; and

WHEREAS, the said State Highway Commission has requested that the prorata share of the United States payable on said Section B of said project be increased from 61.13673 per cent to 100 per cent, and by reason thereof has requested that the Federal funds approved and set aside to the credit of said project be increased from $94,670.07 to $141,610.69:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas, the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred forty-one thousand, six hundred ten and 69/100 dollars ($141,610.69) as the share of the United States payable under said act on account of Sections A and B of said project, which does not

exceed the sum of 61.13673 per cent of the total estimated cost of Section A and 100 per cent of the total estimated cost of Section B."

Article IV shall read:

"Article IV. The United States prorata share of the cost of Sections A and B of said project shall not in any event exceed (a) the said sum of one hundred forty-one thousand, six hundred ten and 69/100 dollars ($141,610.69), certified to the Secretary of the Treasury as above mentioned, being the sum of 61.13673 per cent of $34,065.70, the approved total estimated cost of Section A of said project, and $120,784.04, the approved total estimated cost of Section B of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of Sections A and B of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 27th day of August, 1923, and the Secretary of Agriculture on the 3rd day of November, 1923.

STATE HIGHWAY COMMISSION OF OREGON

By C. M. Duby
Chairman, State Highway Commission

By H. B. Brandon
Member, State Highway Commission

By W. H. Malone
Member, State Highway Commission

Howard M. Gore
Acting Secretary of Agriculture

...proval of Plans, Specifications and Estimates
...0, 1923, to cover Orego... Aid Project No. 83)
...NITED STATES DEPARTMENT OF AGRI...TURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the Construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and other purposes," approved November 9, 1921 (42 Stat., 212).)

To—

The Secretary of the Treasury, And

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 214 at Modoc Point near Lemm's Mill at the end of the present improved road 20 miles north of Klamath Falls, and survey station 1932+17.8 at south end of Forest Road Project near Fort Klamath, locally known at the Lemm's Mill-Fort Klamath Section of The Dalles-California Highway, Klamath County, being Sections A and B of Oregon Federal Aid Project No. 83 as approved by the Secretary of Agriculture on October 10, 1922, Section A being that portion of locally known as the project which traverses non-Indian lands, and Section B being that portion of the project which traverses Indian lands

and designated in the records of this Department as Project No. Sections A and B of as, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ $154,849.74 as the total estimated cost of Sections A and B of said project, and the sum of $ 46,940.66 in addition to the $94,670.07 approved by Certificate of June 30, 1923, as the share of the United States, payable under said acts on account of the project, which does not exceed the sum of $61.1567% per cent of the said total cost. of Section A of said project and 100 per cent of the total cost of Section B of said project.

Done in the District of Columbia, this 3rd day of November one thousand nine hundred and Twenty-three, as witness my hand and the seal of the Department of Agriculture.

PUBLIC ROADS DIVISION OF ENGINEERING

Acting Secretary of Agriculture.

C.F. 599

180E-1

PR83

December 5, 1925.

Fedality & Deposit Company of Maryland,
John B. Coffey Company, Agents,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 599 for the construction of Unit 2, Lawn's Mill-Fort Klamath Section of the Dalles-California Highway in Klamath County has been completed by the contractors, Dunn & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 15th 1925.

The State has been advised of numerous claims filed against the above contract but assumes no responsibility for any of them.

This notice is served upon you as surety on the bond furnished by said contractor.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

November 28, 1923

P R 65

Dunn & Baker,
Klamath Falls, Oregon.

Gentlemen:

Supplementing our letter to you of the 26th inst. in which we stated that we knew of no other claims which had been filed against your contract other than those mentioned in that letter, please be advised that there has been filed with us a claim of one Elmer Buts who states that from August 15th to October 9th, 1923, he furnished your sub contractor Mr. Ed E. Nelson or J. W. Nelson, two teams at a rental value of $30.00 per month per team. He says that no part of this rental has been paid and he has therefore entered his claim for $110.00 rental for these horses.

This is in connection with contract No. 599, Lane's Mill-Fort Klamath Section. This same Mr. Elmer Buts has filed his claim for four months services of three teams at a rental value of $30.00 per month to this same Mr. Nelson during the months of March, April, May, June and July, 1923, in connection with the KlamathFalls-Reno contract. He says that he has due in connection with this agreement the sum of $360.00.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

For Miss Rupert for cross index file.

November 24, 1925

Ratemic & Yaden,
Attorneys,
409 Main Street,
Klamath Falls, Oregon.

Gentlemen:

Your letter of the 21st inst., addressed to Sam A. Kozer, Secretary of State, in which you enclose affidavit of Elmer Lutz setting forth his claim for horse hire on highway construction, has been referred to this department for reply.

Complying with your request we are mailing to you herewith one copy each of the following contracts held by Dunn & Baker:

No. 399, grading and surfacing Unit No. 2, Lamm's Mill-Fort Klamath Section of The Dalles-California Highway;

No. 429, grading and surfacing the Keno-Klamath Falls Section of the Ashland-Klamath Falls Highway.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
Encls.

RUTENIC

A. C. YADEN

RUTENIC & YADEN
LAWYERS
409 MAIN STREET
KLAMATH FALLS, OREGON

November 21,1923.

Sam A.Kozer,
Secretary of State,
Salem, Oregon.

Dear Sir:

Inclosed you will find affidavits of Elmer Lutz setting forth his claim for horse hire on Highway construction.

Mr. Lutz requests that certified copies of the contracts and bonds on such road work be forwarded to this office.

Mr. Lutz will file his claims as per Sec. 2991 upon receipt of the certified copies.

Yours very truly,

Rutenic & Yaden

By A. C. Yaden

Respectfully referred to the State Highway Commission.

STATE DEPARTMENT.

SECRETARY OF STATE
RECEIVED
NOV 23 1923
SAM A. KOZER

RECEIVED
NOV 24 1923

State of Oregon,)
)ss.
Klamath County.)

I, Elmer Lutz, being first duly sworn, depose and say:

That duri g the months of August, September, and October, 1923, - from August 15th to October 9th- I furnished to Dunn & Baker, through Ed R.Nelson, also known as J.W.Nelson, two teams at the rental value of $30.00 per team per month. That said teams were used in Highway construction work during said period on the State Highway between Klamath Falls, and Bend, Oregon, in the vicinity of Fort Klamath Oregon. No part of said rental has been paid, and there remains unpaid the sum of $110.00 rental for said horses .

Elmer Lutz

Subscribed and sworn to before me this 16th day of November, 1923.

A. C. Yaden
Notary Public for Oregon.

My commission expires March 14,1927.

NOV 21 1923
STATE ... COMMISSION

State of Oregon,)
)ss.
Klamath County.)

I. Elmer Lutz, being duly sworn depose and say:

That during the months of March, April, May, June, and July, 1923 for a period of four months I furnished to J.W.Nelson, also known as Ed. R.Nelson, three teams at the agreed rental of $30.00 per month per team. That said Nelson was during said time a sub-contractor under Dunn & Banker working on the State Highway between Ashland and Klamath Falls, Oregon, and more particularly on the section of said Highway between Klamath Falls, and Keno, that said teams were worked and used by said Nelson during said time on said Highway, and that they were so worked for a period of four months; that I have never received any pay for said teams , and the sum of $360.00 remains unpaid

Elmer Lutz

Subscribed and sworn to before me this 16th day of November, 1923.

A. C. Yadon
Notary Public for Oregon.

My commission expires March 14, 1927.

November 28, 1923

P R 85

Dunn & Baker,
Klamath Falls, Oregon.

Gentlemen:

Supplementing our letter to you of the 26th inst. in which we stated that we knew of no other claims which had been filed against your contract other than those mentioned in that letter, please be advised that there has been filed with us a claim of one Elmer Lutz who states that from August 15th to October 9th, 1923, he furnished your sub-contractor Mr. Ed E. Nelson or J. W. Nelson, two teams at a rental value of $30.00 per month per team. He says that no part of this rental has been paid and he has therefore entered his claim for $110.00 rental for these horses.

This is in connection with contract No. 899, Lane's Mill-Fort Klamath Section. This same Mr. Elmer Lutz has filed his claim for four months services of three teams at a rental value of $30.00 per month to this same Mr. Nelson during the months of March, April, May, June and July, 1923, in connection with the KlamathFalls-Keno contract. He says that he has due in connection with this agreement the sum of $360.00.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HEG:LM

SAM A. KOZER,
SECRETARY OF STATE

C. H. LAUGHRIGE,
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

PR 83

November 27, 1923

RECEIVED
NOV 28 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon

Dear Sir:- (Attention of Mr. H. B. Glaisyer, Chief Clerk)

Acknowledgment is made of the receipt of your favor of the 26th inst., stating that you have received from Dunn & Baker, contractors who hold your contract No. 599 for the construction of Unit No. 2, Lamm's Mill-Fort Klamath Section of The Dalles- California Highway, the checks listed below to cover the accounts due from W. C. Griffith, subcontractor under Dunn & Baker in connection with the contracts, and that the checks are being forwarded to the payee in each instance:

No. 1725,	F. N. Snyder & Company	$22.25
No. 1726,	T. J. Jackson	228.20
No. 1727,	W. E. Nicholson	289.50

In reply have to advise that the letter has been filed as of this date and we wish to thank you for the information contained in same.

Very truly yours,

FILING DIVISION,

By M. J. Kraas

NOTED
H. B. GLAISYER

#599

18-Oct.-1

November 26, 1923

PR83

Dunn & Baker,
Klamath Falls, Oregon.

Attention Mr. C. A. Dunn.

Gentlemen:

Receipt is acknowledged of your letter of the 22nd inst. enclosing your checks on the American National Bank of Klamath Falls, as follows:

No. 1725, F. M. Snyder & Company	$ 22.25
No. 1726, T. J. Jackson	228.20
No. 1727, W. E. Nicholson	209.50

We note that these checks are for the purpose of covering the endsums due through your sub-contractor W. C. Griffith.

We are today forwarding the checks to the payee in each instance. The amount of the respective checks corresponds to the amount of the claim which has been filed with the exception of T. J. Jackson's claim which was filed with us for $238.70.

We note that there is outstanding the claim of H. L. Wimer. Beg to advise that we have no knowledge of this claim in this office at the present time. We do, however, have a notice of claim against Griffith from the Fort Klamath Garage in amount $105.55. This was filed with us on the 25th of October and we have had no notice to the effect that it has ever been settled. This claim and also the claim of D. E. Wood in amount $41.90, are the only outstanding claims against this contract to our knowledge.

So far as we know at the present time there is no reason why final payment cannot be made. Voucher has been prepared and is now in the hands of the State Highway Commission for signature. We understand, however, that it will be necessary to return it to you on account of having been improperly executed by yourselves. This will, no doubt, be done within the next fewdays.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

J. M. BAKER, SECRETARY

DUNN & BAKER

INCORPORATED

GENERAL CONTRACTORS

Klamath Falls Oregon,
11/22/'23

Oregon State Highway Dept.,
Salem Oregon.

Gentlemen:

Enclosed please find checks covering accounts due through our sub-contractor W.C.Griffith.

There have also been filed with you the accounts of D.E.Nead 41.90 and H.L.Winer which are not just claims and we are prepared to refuse payment . You may notify them accordingly.

We believe that this clears up all the claims on this job but if there is any other item that might delay payment of the final estimate please notify us.

Sincerely yours,

DUNN & BAKER

By H. L. Dunn

Checks issued as follows in this letter - checks forwarded to Creditors.

T. J. Jackson — $228 20 Dunn & Baker chk # 1726 on The American National Bank of Klamath Falls -
W. E. Nicholson — 289.50 chk # 1727 same bank
F. W. Snyder & Co. 22.25 " # 1725 " "

remaining claims
Fort Klamath Garage 105.55
D. E. Nead — 41.90

ANSWERED
H. B. G.

November 26, 1923.

Fidelity & Deposit Company of Maryland,
c/o John B. Coffey, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 299 for the construction of Unit No. 2, Lamm's Mill-Fort Klamath Section of The Dalles-California Highway in Klamath County has been completed by the contractors Dunn & Baker and that final settlement will be made by the state with said contractors for work done under said contract on or after December 6, 1923.

The state has been advised of the following claims which have been filed against this contract:

F. H. Snyder & Company	$ 22.25
T. J. Jackson	228.20
W. E. Nicholson	289.50
D. E. Hood	41.90
Fort Klamath Garage	105.55

We have been advised that the first three of the above claims have been settled, but the state assumes no responsibility for these claims or any others which may be filed against this contract.

This notice is served upon you as surety on the bond furnished in connection with this contract.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

JMcP.

November 26, 1923.

PR 83

Mr. Sam A. Kozer,
Secretary of State,
B u i l d i n g.

Attention Mr. H. L. Hass, Filing Division.

Dear Sir:

This letter is to advise you that we have today received from Dunn & Baker, contractors who hold our contract No. 299 for the construction of Unit No. 2, Lawn's Mill-Fort Klamath Section of The Dalles-California Highway, three checks on the American National Bank of Klamath Falls in amounts as follows:

No. 1725, F. H. Snyder & Company	$22.25
No. 1726, T. J. Jackson	228.20
No. 1727, W. E. Nicholson	289.50

We are forwarding these checks today to the payee in each instance. These checks you will recall are to cover the accounts due from W. C. Griffith, sub-contractor under Dunn & Baker in connection with this contract.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RBG:LM

#399
180C-1

PR83

November 22, 1923

Mr. T. J. Jackson,
Fort Klamath, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 17th inst. with further reference to your claim against H. C. Griffith, stating that you had written the surety company but had received no reply.

If you are unable to get satisfaction from the surety company would suggest that you file your claim with the Secretary of State as provided by law, and place the matter in the hands of your attorney for further action.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

Fort Klamath Ore
Nov 19th 1923

The Oregon State Highway Commission

Dear Sirs. Your letter of Oct 12-
advising me in the matter of Contractor
H.C Griffith. I followed your instruction
by sending the Fidelity Insurance Co
Bill due me by said Contractor Griffith
and so far I have had No Reply. Please
advise me if this is all that is
Required of me to get the Moneys due
me.

Thanking you I am Yours.

Respectfully.

T. J. Jackson

RECEIVED
NOV 21 1923

ANSWERED
H B. G

#599

Klamath County

October 12, 1923.

Mr. E. J. Jackson,
Fort Klam th Oregon.

Pt. 83

Dear Sir:

Receipt is acknowledged of your letter of the 6th inst. presenting your claim against H. C. Griffith, sub-contractor under Dunn & Baker who have the contract for the grading and surfacing of the Lamm's Mill-Fort Klamath Section, Unit No. 2, in amount $232.70.

Due to the fact that labor and material claims in connection with this work are protected by the bond furnished by the contractor, would suggest that you file your claim with the surety on the bond of the contractor, who in this instance is the Fidelity & Deposit Company of Maryland, John B. Coffey, Agent, Wilcox Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

TURE.

RECEIVED
OCT 12 1923

POST OFFICE BUILDING,
PORTLAND, OREG.

Fort Klamath Ore
10/8- 1923 1923.

The State Highway Commission
Salem Oregon

Dear Sirs. There is a bal due me from a Sub. Contractor N.C. Griffith working under Dunn & Baker- Contractors on the Highway from Klamath Agency to the old Fort Klamath. inclosed is a copy of bill.. a Mr. Griffith says he can not pay.. please advise me what to do.. to collect the moneys due me.

Yours Respectfully
T. J. Jackson

Fidelity Telephone Co of Indiana
Inc is a copy
under Griffith

ed estimate
overing
amath section
gineer,
m
1923

9 — 1923

Griffith

LTURE.

POST OFFICE BUILDING,
PORTLAND, OREG.

, 1923.

IN ACCOUNT WITH

T. J. JACKSON

GROCERY, MEAT MARKET AND
HARDWARE

TERMS—THIRTY DAYS INTEREST CHARGED AT 10 PER CENT ON ALL OVERDUE ACCOUNTS

8/1 Bl Rd. Stevens & Ruffin 9270
2 teams 3 Months at 35.00
per Month— 140.00

total Amt due. 23270

T J Jackson

ed estimate

covering

lamath section

gineer,

M

RECEIVED
SEP 19 1923

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING.
PORTLAND, OREG.

November 17, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith one copy of the revised estimate upon which is based the amended project agreement covering Oregon Federal Aid project #83, Lamm's Mill-Fort Klamath section of The Dalles-California Highway.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

RECEIVED
NOV 19 1923

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 88

Lemmon Mill-Fort Klamath Section of The Dalles-California Highway

In Klamath County.

(Estimate as basis for second modified agreement. Based on contract prices)

12.04 Miles of Grading and Surfacing — Salem, Oregon, July 11, '25.

Section "A" - Portion over non-Indian Lands-23%

Unit 1 - 2.57 miles, Sta. 214 to 1422/08.6

23% Total		Clearing and Grubbing	$ 3,700.00	$ 851.00
10,120	Cu. Yds.	Common Excavation	.28	2,833.60
58	" "	Intermediate Excavation	.75	43.50
58	" "	Solid Rock "	2.00	116.00
5,680	Sta. Yds.	Overhaul	.05	284.00
359	Lin. Ft.	12" Plain Concrete Pipe	1.60	574.40
85	" "	18" Reinf. " "	3.50	297.50
55	" "	24" " " "	4.50	247.50
10	" "	36" " " "	8.00	80.00
7	" "	48" " " "	12.00	84.00
15	Cu. Yds.	Class "g" Concrete	25.00	375.00
46	Lin. Ft.	Wood Guard Fence	.80	36.80
4,850	Cu. Yds.	Gravel Surfacing	1.40	6,790.00

Unit 2 - 9.47 miles, Sta. 1422/08.6 to 1922/17.6

23% Total		Clearing and Grubbing	13,500.00	3,105.00
10,580	Cu. Yds.	Common Excavation	.25	2,645.00
115	" "	Intermediate Excavation	.90	103.50
230	" "	Solid Rock Excavation	1.25	287.50
3,630	Sta. Yds.	Overhaul	.05	126.50
288	Lin. Ft.	12" Plain Concrete Pipe	1.64	472.32
60	" "	18" Reinf. " "	3.15	189.00
76	" "	24" " " "	4.30	319.20
7	" "	36" " " "	7.50	52.50
12	Cu. Yds.	Class "C" Concrete	27.00	324.00
4,830	" "	Broken Stone Surfacing	2.25	10,867.50
460	" "	Filler	.25	115.00

Sub-total Section "A" ---------- $ 30,909.02

10% Engr. & Cont. ---------- 3,035.88

Total ---------- $ 34,045.70

State Funds Available $13,239.05
Federal Aid Requested $20,806.65 (61.15873%)
$34,045.70

Section "B" - Portion over Indian Lands - 77%

Unit 1 - 9.57 miles, sta. 914 to 1432/08.6

77% Total		Clearing and Grubbing	$ 3,700.00	$ 2,849.00
53,880	Cu. Yds.	Common Excavation	.28	9,486.40
192	" "	Intermediate Excavation	.75	144.00
192	" "	Solid Rock Excavation	2.00	384.00
12,320	Sta. "	Overhaul	.05	616.00
1,201	Lin. Ft.	12" Plain Concrete Pipe	1.60	1,921.60
277	" "	18" Reinf. " "	3.50	969.50
177	" "	24" " " "	4.50	796.50
30	" "	36" " " "	8.00	240.00
23	" "	48" " " "	12.00	276.00
42	Cu. Yds.	Class "C" Concrete	25.00	1,050.00
154	Lin. Ft.	Wood Guard Fence	.80	123.20
5	M-FBM	Lumber and Timber	55.00	275.00
16,170	Cu. Yds.	Gravel Surfacing	1.40	22,638.00

Unit 2 - 9.47 miles, Sta. 1432/08.6 to 1952/17.2

77% Total		Clearing and Grubbing-	13,500.00	10,395.00
34,650	Cu. Yds.	Common Excavation	.25	8,662.50
385	" "	Intermediate Excavation	.90	346.50
770	" "	Solid Rock Excavation	1.25	962.50
8,470	Sta. Yds.	Overhaul	.05	423.50
948	Lin. Ft.	12" Plain Concrete Pipe	1.64	1,577.68
200	" "	18" Reinf. " "	3.15	630.00
284	" "	24" " " "	4.20	1,064.80
25	" "	36" " " "	7.50	172.50
110	Cu. Yds.	Class "A" Concrete	29.40	3,234.00
36	" "	Class "C" Concrete	27.00	972.00
11,000	Lbs.	Metal Reinforcement	.10	1,100.00
17	M-FBM	Lumber and Timber	76.00	1,292.00
270	Ft.	Timber Piling	1.60	432.00
16,170	Cu. Yds.	Broken Stone Surfacing	2.25	36,382.50
1,540	" "	Filler	.25	385.00

Sub-total Section "B"	$ 109,005.68
10% Engr. & Cont.	10,900.36
Total	$ 120,784.04

Federal Aid Requested $120,784.04 (100%)

SUMMARY

	Length	Total Cost	State Funds Avail-	Federal Aid Requested
Section "A"	9.57	$34,065.70	$15,220.05	$20,826.65
Section "B"	9.47	120,784.04	- -	120,784.04
	19.04	$154,849.74	$15,239.05	$141,610.69

Cost per mile $8,132.86

Federal Aid Recommended $_____

11-599
11=599
180.2-.1

November 8, 1928

P R 65

Mr. Sam A. Kozer,
Secretary of State,
B u i ldd i n g.

Attention Mr. H. J. Hess, Filing Division.

Dear Sir:

Receipt is acknowledged of your letter of the 5th inst. enclosing three copies of notice of claim which has been filed by F. H. Snyder & Company of Fort Klamath, Oregon, against the bond of Dunn & Baker in connection with their contract for grading and surfacing Unit No. 2, Lamm's Mill-Fort Klamath Section of The Dalles-California Highway.

Complying with your request we are mailing one copy of this notice to Dunn & Baker and one to the Fidelity & Deposit Company of Maryland, surety on the bond furnished by the contractor.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBO:LM

C. N. LAUGHRIGE.
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

Nov. 5, 1923

State Highway Commission,

Salem, Oregon.

Gentlemen:-

You are hereby notified that there has been filed in this office a notice of claim by F. N. Snyder & Company, of Fort Klamath, Oregon, for barley furnished in the amount of $22.25 against the bond taken from Dunn and Baker and the Fidelity & Deposit Company for the construction of Unit No. 2 of the Lamm's Mill-Fort Klamath Section of the Dalles-California Highway in Klamath County, Oregon.

Herewith enclosed please find three copies of this notice of claim, being one for your files, one for transmission, if desired, to Dunn and Baker, and one for the surety company.

Very truly yours,

FILING DIVISION,

By N. J. Sears

H.

R. S. Kindly make formal acknowledgment of the copies, and oblige.

Fidelity & Deposit Co of Maryland
Ghas. Copy
Wilmington

RECEIVED
NOV 7 1923

ANSWERED
H R G

COPY

Fort Klamath, Oregon, November, 2, 1923.

To the State of Oregon.

Notice is hereby given that the undersigned F. N. Snyder & Co. of Fort Klamath, Oregon has a claim for ten sacks of barley in the amount of (Twenty Two dollars and Twenty Five cents) $22.25) against the bond taken from Dunn and Baker and the Fidelity & Deposit Company for the construction of Unit No. 2 of the Lamm's Mill-Fort Klamath Section of the Dalles-California Highway in Klamath County, Oregon.

F. N. Snyder & Company
By A. T. Cravos

ENDORSED:

File No. 328
Notice of Claim by F. N. Snyder & Co., of Fort Klamath, Oregon, for barley furnished in the sum of $22.25 against the bond taken from Dunn & Baker and the Fidelity & Deposit Co. for the construction of Unit No. 2 of the Lamm's Mill-Fort Klamath Section of the Dalles-California Highway in Klamath County, Oregon.

Filed Nov. 5, 1923, SAM A. KOZER, Secretary of State.

B I L L

Fort Klamath, Oregon, Nov. 2 1923

M W. C. Griffith

in account with
F. N. SNYDER & COMPANY
General Merchandise

June 25	5 Sacks Barley		11 25
July 15	5 Sacks Barley		11 00
		Bal.	$22. 25

November6, 1925.

P R 68

Fidelity & Deposit Company of Maryland,
c/o John B. Coffey, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find copy of notice of claim which has been filed with the Secretary of State by F. M. Snyder & Company of Fort Klamath, Oregon, against W. C. Griffith, sub-contractor under Dunn & Baker in connection with the construction of Unit No. 2, Lemm's Mill-Fort Klamath Section of The Dalles-California Highway.

This notice is sent to you as surety on the bond furnished by Dunn & Baker in connection with this contract.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:IM
1 Encl.

November 8, 1928

P R 88

Dunn & Baker,
Klamath Falls, Oregon.

Gentlemen:

Enclosed herewith please find copy of notice of claim which has been filed by P. H. Snyder & Company of Fort Klamath, Oregon, against yourselves covering barley furnished to W. C. Griffith, sub-contractor on your contract for surfacing Unit No. 2, Lemm's Mill-Fort Klamath Section of The Dalles-California Highway.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

Chief Clerk.

RAK:LM

October 30, 1923.

Fidelity & Deposit Company of Maryland, P R 88
c/o John E. Coffey, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you as surety on the bond furnished by Dunn & Baker in connection with their contract for the construction of Unit No. 2, Lemm's Mill-Fort Klamath Sectionof The Dalles-California Highway, that there has been filed with this office a claim in amount $105.85 from the Fort Klamath Garage, H. L. Wimer, proprietor, against W. C. Griffith, sub-contractor under Dunn & Baker.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

Contract 310 E 9.9

Entered
Chief

October 30, 1923.

Port Klamath Garage,
Port Klamath, Oregon.

P R 83

Attention Mr. H. L. Miner.

Gentlemen:

Receipt is acknowledged of your letter of the 26th inst. enclosing your claim in amount $105.55 against W. C. Griffith, subcontractor under Dunn & Baker.

Complying with your request therein will say that the surety on the bond furnished by Dunn & Baker in connection with their contract for construction of Unit No. 2, Lemm's Mill-Port Klamath Section of the Dalles-California Highway is the Fidelity & Deposit Company of Maryland, John B. Coffey, Agent, Wilcox Building, Portland, Oregon.

As is our usual practice, we are today notifying the surety that your claim has been filed with us.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HDC:LM

Fort Klamath Ore.
October 26 1923

Oregon State Highway Commission.
Salem Oregon.

Dear Sirs;

I am inclosing to you bill in the amount of $105.00 for supplies furnished to W.C.Griffith sub contractor under Dunn and Baker on the Lambs Mill-Fort Klamath section of the Dalles California Highway.

Please inform me of the parties or bonding company covering this contract.

Yours Very Truly,
Fort Klamath Garage .

By H. L. Winner

Unit 2 Lamm mill - Fort Klamath
Federal Telephone Co of Maryland
John B Co Hwy
Wilson Bros

OCT 29 1923

ANSWERED
H. B. G.

OCT 29 1923

FORT KLAMATH, OREGON. Oct 1923

C. C. Griffith

IN ACCOUNT WITH

FORT KLAMATH GARAGE

HAROLD WIMER
PROPRIETOR

H. M. MALLORY, EXPERT AUTO MECHANIC

W. O. SMITH PRINTING CO., KLAMATH FALLS, ORE.

April 16	Tel. Message to Bad & to Portland		90
23	Spark plug		80
May 24	Tel. [illegible]		75
June 13	gas 8 gal 2.40 Oil 1 gal 1.20 Spark plugs 3.00		720
14	Spark plugs .70 Magneto plug .60		
"	Labor 3.00		1625
18	gas 10 gal 1.50 hose con. 30 Rad Co 1.00		
"	Radiator hose .75 Magneto wires .70		
"	Oil 1 gal .80 Cafelin fuel 27.50		
"	Labor gaskets .40		3490
20	gas 4 gal		130
22	Labor 1.50		250
24	gas 5 gal 2.10 Engine 3.00 hose con .20		250
27	gas 7 gal .10 labor 1.20 hose con .30		
"	plug wire gas 4 gal 2.00 light globe		
"	Engine Hanger		980
29	C.O.D.		1690
30	Hose Con .50	1.00	75
July 1	Trans grease gas 5 gal .25		
"	Trans grease		225
7	gas 5 gal 1.50 Oil 1 gal 1.40		290
11	Oil 1 qt.		25
13	Oil 1 gal		140
14	gas 6 gal 1.65		180
16	gas 5 1/2 gal Oil 2 qts .70		235
20	18 in's 1/4 in. gas line		15
			105 55

RECEIVED OCT 20 1923

PR #83

October 18th, 1929.

Mr. H. E. Hodgeman,
Winnemucca, Nevada.

Dear Sir:

We are today in receipt of the voucher referred to in your telegram of October 17th, which voucher was intended to cover payment for extra haul upon 352.0 cubic yards of maintenance materials placed in connection with your contract for the grading and surfacing of Unit No. 1, of the Lamma Mill-Fort Klamath Section.

This voucher is being returned to you, as requested.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

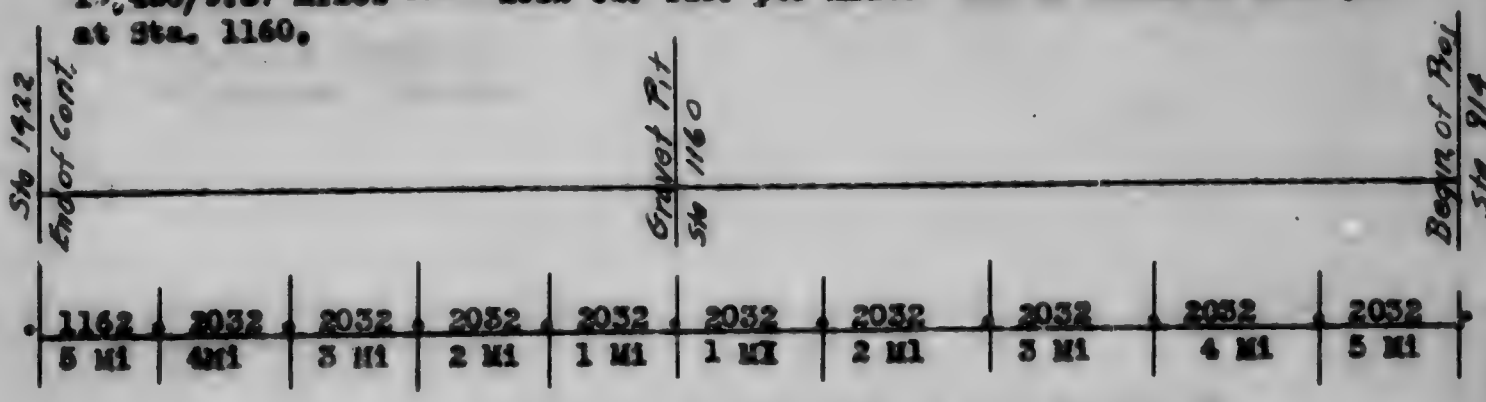
EHP:TF
cc. C. C. Kelley, Division Engineer, Klamath Falls, Oregon.

Winnemucca, Nevada

Oregon State Highway Commission
To Extra Haul on Maintenance Material as per Statement

To additional haul on maintenance materials stocked 1/4 mile south from beginning of project at location of State Highway Team Trap

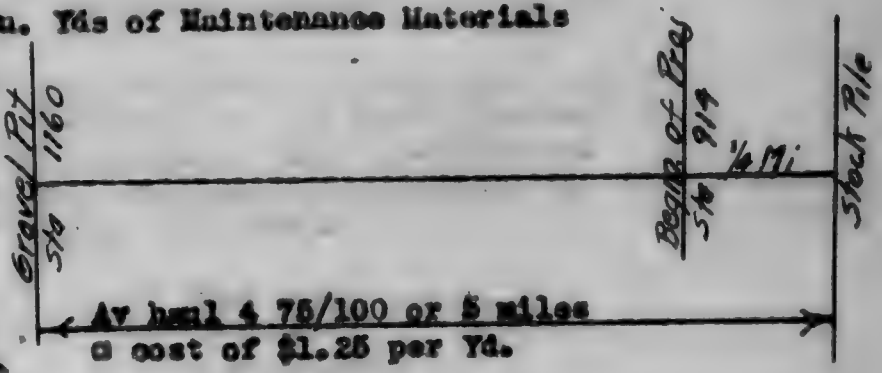
Total macadam to be placed on Highway as contemplated under Contract-19450 Cu Yds 19,450/9.57 miles ——2032 Cu. Yds. per mile. All to be hauled from pit at Sta. 1160.



4064	Cu. Yds.	Hauled	1	Mile @	.25	—— 1,016.00
4064	" "	"	2	"	.50	—— 2,032.00
4064	" "	"	3	"	.75	—— 3,048.00
4064	" "	"	4	"	1.00	—— 4,064.00
3194	" "	"	5	"	1.25	—— 3,992.50
19450						14,152.50 Av Cost per mile ——$0.72⅝

Haul as actually made on 352 Cu. Yds of Maintenance Materials

Copy of bill as sent in by Kelley. Original with voucher attached was returned to Hodgson as per his request. Dec 1



Difference between haul as actually made and that contemplated under contract

$1.25 minus 72.8¢ —— 52.2¢ additional

352 Cu. Yds. @ extra cost of 52.2¢ ——————————— $183.74
~~(Hauling contract per Yd. Mile) plus 15¢ —— $~~

~~Total ——— $~~
183.74

O.T. Johnson
V.E.

Contract 598
C. K. Kelley
Dist Engr

October 22, 1923.

Mr. K. E. Hodgmann,
Winnemucca, Nevada.

Dear Sir:

Receipt is acknowledged of your letter of October 17th, requesting the return of your claim for compensation for extra haul upon three hundred fifty-two cubic yards of maintenance materials, furnished in connection with your contract for the grading and surfacing of Unit #1, of the Lassen's Hill-Fort Klamath Section.

This claim seems not to have yet reached this office, and we are, therefore, instructing Division Engineer Kelley to return the claim to you as requested.

Please re-submit this claim at your earliest convenience, as we will soon be ready to make final payment to you in connection with your contract, but, in accordance with our usual practice, we will not make final payment until all of the contractor's claims are settled.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

SHP:TW

October 22, 1923.

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

We are enclosing herewith a copy of a telegram received from Mr. Hodgman requesting us to return a certain claim covering additional haul on maintenance materials furnished in connection with the contract for the grading and surfacing of Unit #1, of the Lamm's Mill-Fort Klamath Section.

As we find no record of this claim having been received by us, we presume that it has not yet been submitted from your office. If you find that you have this claim, same should be returned to Mr. Hodgman, as requested. If, however, you find that it has been submitted to this office, please so advise us, giving such information as will enable us to trace it.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

SHP:W
Enclosure.

Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1201

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 497 STATE ST., SALEM ORE.

22PR ED 49 NL

WINNEMUCCA NEV OCT 17 1923

ROY A KLEIN 10

STATE HIGHWAY ENGR SALEM ORG

I SUBMITTED BILL THROUGH STEBBINS OFFICE COVERING ADDITIONAL HAUL ON 352 YEARS OF MAINTENANCE MATERIAL STOP IF SECRETARY OF STATE HAS NOT YET ISSUED CHECK PLEASE RETURN MY CLAIM AS I UNDERSTAND IT HAS BEEN MATERIALLY ALTERED BY KELLEY AND I DO NOT INTEND TO ACCEPT SAME

K E HODGMAN

824A

By

Chief Clerk.

Dict. by J. McFarlane.

October 9, 1923.

PR 83

The Aetna Casualty & Surety Company,
McCamant, Bates & Lively, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to K. K. & K. E. Hodgman on contract No. 598, Unit 1 Loon's Mill-Fort Klamath Section of The Dalles-California Highway in Klamath County.

This payment will be made on or after September 19th 1923.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

Dict. by J. McFarland.

WI[illegible]AM DUBY, BAKER, CHAIRMAN
H[illegible]N DUZER, PORTLAND
W[illegible]ALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

PR#83

Klamath Falls, Ore.,
Oct. 26, 1923.

RECEIVED
OCT 29 1923
STATE [illegible]

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. G. W. Probert.

Dear Sir:-

Refering to your letter of Oct. 22 re Mr. Hodgman's claim for additional haul on maintenance materials furnished in connection with the contract for the grading and surfacing of Unit #1, of the Lamm's mill-fort Klamath Section.

Please be advised that this claim was forwarded from this office on October 24th and probably had not reached your office when your letter was written. It was presented as a commercial voucher and will not be hard to locate if the incoming mail is watched.

Very respectfully,

C. C. Kelley,
Division Engineer.

By B M Wilson
Office Engineer.

October 25, 1923

P R 55

F. N. Snyder & Company,
Port Klamath, Oregon.

Attention Mr. A. E. Brewer.

Gentlemen:

We have for acknowledgment your letter of the 24th inst. presenting your claim in amount $22.25 against F. G. Griffith, sub-contractor under Dunn & Baker in connection with the Leam's Mill-Port Klamath Section of the Dalles-California Highway, held by this company.

Due to the fact that we have no means of passing on claims of this kind, we are forwarding copy of your letter to the surety on the bond furnished by Dunn & Baker in connection with this work, who in this instance is the Fidelity & Deposit Company of Maryland, John B. Coffey, Agent, Block Building, Portland, Oregon. We are also forwarding copies of your letter to the Secretary of State.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

Fort Klamath Ore.
October 23 192

OCT 25 1923

Oregon State Highway Commission.
Salem Oregon.

Dear Sirs;

I am inclosing to you bill in the amount of $28.25 for supplies furnished to W. C. Griffith sub contractor under Dunn and Baker on the Lambs Mill-Fort Klamath section of the Dalles California Highway.

Please inform me of the parties or bonding company covering this contract.

Yours Very Truly,
F.N.Snyder and Co.
By A. T. Graves

Contract #599 Unit 2 Lambs mill - Fort Klamath
Fidelity & Deposit Co of Maryland
John B Cox Jr Agent
Medford Ore

ANSWERED
H B C

recommend
payment

October 25, 1926

Mr. Sam A. Kozer,
Secretary of State,
Building.

PR 83

Dear Sir:

Enclosed herewith is a copy of a letter we have received from A. T. Graves who has a claim against W. G. Griffith, sub-contractor under Dunn & Baker who hold the contract for the construction of Unit No. 2 of the Lemm's Mill-Fort Klamath Section of The Dalles-California Highway in Klamath County.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RDG:LM
1 Encl.

#399

October 24, 1927

P R 83

Mr. W. E. Nicholson,
Fort Klamath, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 16th inst., enclosing your claim of $289.80 against W. C. Griffith, sub-contractor under Dunn & Baker on the Lamm's Mill-Fort Klamath Section of The Dalles-California Highway and covering supplies furnished to Mr. Griffith.

Would suggest that you take this matter up with the surety on the bond furnished by Dunn & Baker, who in this instance is the Fidelity & Deposit Company of Maryland, R. H. Pinney, Resident Vice-President, Gasco Building, Portland, Oregon. Would also suggest that you file your claim with the Secretary of State as provided by law.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
cc. Dunn & Baker, Klamath Falls, Oregon.

P.R. #83

Ft. Klamath, Oregon,

October 16th, 1923.

Oregon State Highway Comsn.,

Salem, Oregon.

Gentlemen:-

You will please find enclosed bill in the amount of $289.50 for supplies furnished to W. C. Griffith subcontractor under Dunn & Baker on the Lamm's Mill Ft. Klamath Section of the Dalles California Highway. I have presented this bill to Mr. Griffith and Dunn & Baker and payment has been refused.

Please inform me of the name of the individuals or bonding company which covers this contract.

Respectfully yours,

W. E. Nicholson.

W. E. Nicholson

C. C. Dunn & Baker.

RECEIVED
OCT 20 1923

Liberty & Wesperman C. Murphy Co.
R. E. Sweeney
B. Vinell
Geo. Kelly

ANSWERED
H. B. C.

Ft Klamath Or.
July 7. 1923

W. C. Griffeth
Dr To.
W. E. Nicholson

To. 2895'd lbs hay at $20.- per ton.

$28.95'd

RECEIVED
OCT 20 1923

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY and SURETY BONDS and BURGLARY INSURANCE

Gasco Building
PORTLAND October 19, 1923.

R.E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

PR #83

RECEIVED
OCT 20 1923

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:-

I beg to acknowledge receipt of your favor of October 12th regarding claim of T.J. Jackson amounting to $232.70 against H.C. Griffith, sub-contractor under Dunn & Baker, whom we bond on a contract for the construction of the Lamm's Mill-Fort Klamath Section of the Dalles-California Highway, and we have today written our clients, Dunn & Baker, asking them to give this matter their prompt attention.

Very truly yours,

R. E. PINNEY
Resident Vice-President

REP-K

NOTED
H. B. COMPTON

October 12, 1925.

Fidelity & Deposit Company of Maryland,
c/o John D. Coffey, Agent,
Wilcox Building,
Portland, Oregon.

PR #83

Gentlemen:

We have today received from Mr. T. J. Jackson his claim in amount $232.70 against E. C. Griffith, sub-contractor under Dunn & Baker, who hold highway contract for grading and surfacing Unit No. 2, Lenz's Mill-Fort Klamath Section of the Dalles-California Highway.

This information is given you as surety on the bond furnished by the contractors, Dunn & Baker.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBO:LM

PR-83

October 11, 1923.

Mr. E. E. Houk,
Fort Klamath, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of October 8th enclosing your claim against W. C. Griffith, subcontractor under Dunn & Baker on contract No. 302, Unit 2, Lamm's Mill-Fort Klamath Section of the Dalles-California Highway in Klamath County.

Please be advised that the surety on the bond furnished in connection with the above contract is the Fidelity & Deposit Company of Maryland, for whom John D. Coffey Company are general agents. Their address is , Wilcox Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

Dict by J. McFarland.

Contract #599

Fort Klamath, Ore. October 8, 1923.

RECEIVED
OCT 11 1923

Oregon State Highway Commission
Salem, Oregon.

Dear sirs,

I am enclosing to you bill in the amount of $41.90 for material and supplies and labor performed for W. C. Griffith, subcontractor under Dunn & Baker on the Indain Agency- Ft Klamath highway, Please inform me who the bonding Co is that covered this work.

Very truly,

D E Noah

D. E. Noah

Copy to Dunn & Baker.

Fort Klamath, Oregon, Oct 1 1923

Mr W C griffith

TO **D. E. NOAH** DR.

BLACKSMITH

RECEIVED
OCT 11 1923

AUTO SPRINGS A SPECIALTY

May	26	brace 2.00 welding 3.00	5 00
	31	Plow Bean repaired	2 40
June	1	Chain links	50
	4	bolts	1 30
	9	2 scraper shoes	3 00
	..	bolts	20
	12	singletrees 6.40 Clevis 1.25 bolts .90	8 65
	14	repair on scraper 4.50 bolts 1.75	6 25
	19	repair on scraper	7 50
July	2	Drilling .100 bolts .20	2 00
	7	" "	1 20
			38 10

CENTURY INSURANCE CO.
NATIONAL FIRE INSURANCE CO.
Dist. by J. Mitchell.
HARTFORD STEAM BOILER
INSPECTION & INSURANCE

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Fort Klamath, Oregon, _____ 191__

M _____

TO **D. E. NOAH** DR.

BLACKSMITH

RECEIVED
OCT 11 1923

AUTO SPRINGS A SPECIALTY

Carried over	38 10
Repair 9 repair on scraper shoes 34" bolts 30	3 80
	41 90

FIRE

[illegible] INSURANCE CO. LTD

THE NATIONALE FIRE INSURANCE CO

Distd. by J. McWilliams.

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

October 11, 1928.

Fidelity & Deposit Company of Maryland ,
John B. Coffey, Company, Agents,
Wilcox Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that a claim in amount of $41.90 has been filed against W. O. Griffith, subcontractor on contract No. 599, Dunn & Baker, which is Unit 2, Laura Mill-Fort Klamath Section of The Dalles-California Highway in Klamath County, by D. E. Rosh of Fort Klamath, Oregon.

This claim is for blacksmith service furnished to the above subcontractors.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

McCARGAR, BATES AND LIVELY

GENERAL INSURANCE AGENTS

300-309 YEON BUILDING

PORTLAND, OREGON

C.A. McCARGAR
PAUL C. BATES
K. V. LIVELY
W. E. PEARSON

October 10, 1923

PR 73

RECEIVED
OCT 11 1923
OREGON
STATE ... COMMISSION

GENERAL AGENTS FOR

AETNA LIFE INSURANCE CO.
OF HARTFORD, CONN.
ACCIDENT AND HEALTH
COMPENSATION
LIABILITY
LIFE

AETNA CASUALTY & SURETY CO.
OF HARTFORD, CONN.
AUTOMOBILE
BURGLARY
FIDELITY AND SURETY
PLATE GLASS
SPRINKLER LEAKAGE

THE AUTOMOBILE INSURANCE CO.
OF HARTFORD, CONN
AUTOMOBILE INSURANCE
PARCEL POST
MARINE
FIRE

CITY OF NEW YORK INSURANCE CO.
OF NEW YORK
AUTOMOBILE
FIRE

CENTURY INSURANCE CO., LTD.
OF EDINBURGH, SCOTLAND
FIRE

THE NATIONALE FIRE INSURANCE CO.
OF PARIS, FRANCE
FIRE

HARTFORD STEAM BOILER
INSPECTION & INSURANCE CO.
STEAM BOILERS
FLY WHEEL
ENGINE

Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We acknowledge receipt of your letter of the 9th instant advising that it is the intention of the State Highway Commission to make semi-final payment to K. K. & K. E. Hodgman on contract No. 598, Unit 1 Lamm's Mill-Fort Klamath Section of The Dalles-California Highway in Klamath County, said payment to be made on or after September 19.

Yours truly,

McCARGAR BATES & LIVELY

By Mayl. Little

MLL:HG

Encl

Form No. 19.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
OCT 11 1923
OREGON
STATE HIGHWAY COMMISSION

Date Oct 6, 1923, 192

Job Name Lawn's Mill - Fort Klamath

Week from Sept 29 *to* Oct 6

Mail Address Klamath Falls,

Highway Dalles - California PR-89

Telegraph or Telephone Address "

County Klamath *Job Prefix* 18 PE

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Culverts

Working small crew of 3 laborers and Ford truck placing 12" pipe for equalizers at Farm Crossings.

This work is being handled by experienced cuvert crew and work progressing very favorablly and expect to complete all work by October 11th .

Signed [signature]

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job.....*Percentage*.....

Other jobs.....*Percentage*.....

Other jobs.....*Percentage*.....

Other jobs.....*Percentage*.....

October 2nd, 1923.

Mr. C. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR #83

Dear Sir:

We are today returning to you the final estimate and supporting field data for the grading and surfacing of Unit No. 1 of the Lamms Mill - Fort Klamath Section of The Dalles - California Highway.

We have found no material errors in this final estimate, but there are a few small discrepancies which we would be pleased to have you check over before we make our final settlement with the contractor.

Please let this matter have your attention, at your earliest convenience.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SKP:EW

Klamath Falls, Ore.,
Sept. 13, 1923.

Mr. J. H. Scott,
Division Engineer,
Klamath Falls, Ore.

PR#83

Dear Sir:-

I am submitting this date final estimate on the two units of the Dalles-California Highway between Lamm's Mill and Fort Klamath together with all construction records on same.

I have delayed submitting final on this work to admit of detail investigation on shrinkages. In checking over our final notes it will be noted that shrinkage is very variable thru out even where material was handled by the same methods.

About 75% of the line was graded with an 18 ton tractor towing two heavy graders. This outfit required an average of 20 rounds trips per section to complete. During the operation of tractors, team forces were constantly employed drifting material along the line. The result has been, to not only compress the embankment thru the pumice and volcanic ash sections but to cause subsidence of the original ground underneath the embankment. So that what appeared at first to be unusual shrinkage is due mainly to subsidence. In my investigation, I have trenched in from both sides following along the original sod and taking "Y" level readings up to the edge of macadam, obtaining center reading by cutting an open test hole thru the macadam and am attaching herewith typical section showing general results.

On all sections where work consisted principally of reshaping or regrading on existing road the shrinkage runs from 30 to 35% which is normal for tractor work. At other points where clearing was unusual heavy, the blasting of stumps left craters involving heavy backfill. This item of shrinkage is the main feature which has contributed to the over run in our final estimate.

Class "A" concrete and metal reinforcement has been eliminated and 36" pipe substituted. This change effected a saving of approximate $800.00 over the preliminary estimate.

On Unit #1, one timber bridge was eliminated and triple line of 36" pipe placed, this involved an increase of $1,061.00 over the preliminary estimate but gives a permanent structure.

Gravel Surfacing: This item shows an increase of 831 Cu. Yds. which is due to bad subgrade across gumbo sections. Gravel maintenance was decreased as pits will be available for future maintenance work. Crushed rock maintenance shows slight increase over the preliminary estimate. This over run was unintentional and occurred thru changing of inspectors on night shift.

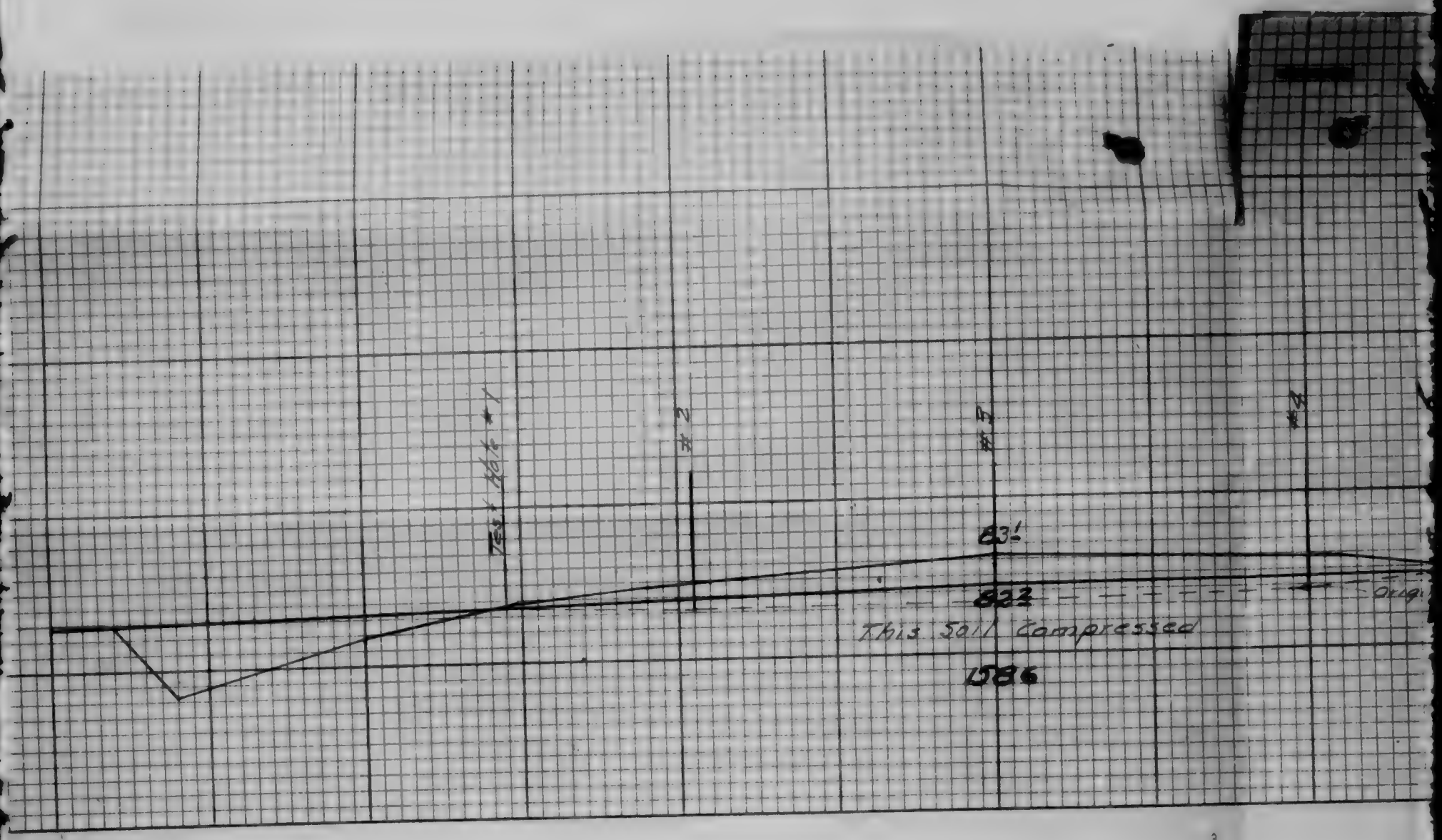
Culverts: In general the final estimate under runs the preliminary estimate on lineal feet of pipe. The preliminary estimate contemplated placing of all culverts for farm crossings but this not being in line with the general policy of the Commission, I have omitted placing them except for established public road crossings. However they have been called for by the Bureau Inspectors after contract was completed and if necessary can be placed by maintenance forces and charge made against the construction account. Not all of the increase in 36" pipe however is thru substitution for box culverts. In a number of instances ~~longer~~ larger openings were demanded by the Indian Department to provide ~~larger~~ opening for future improvement of irrigation system.

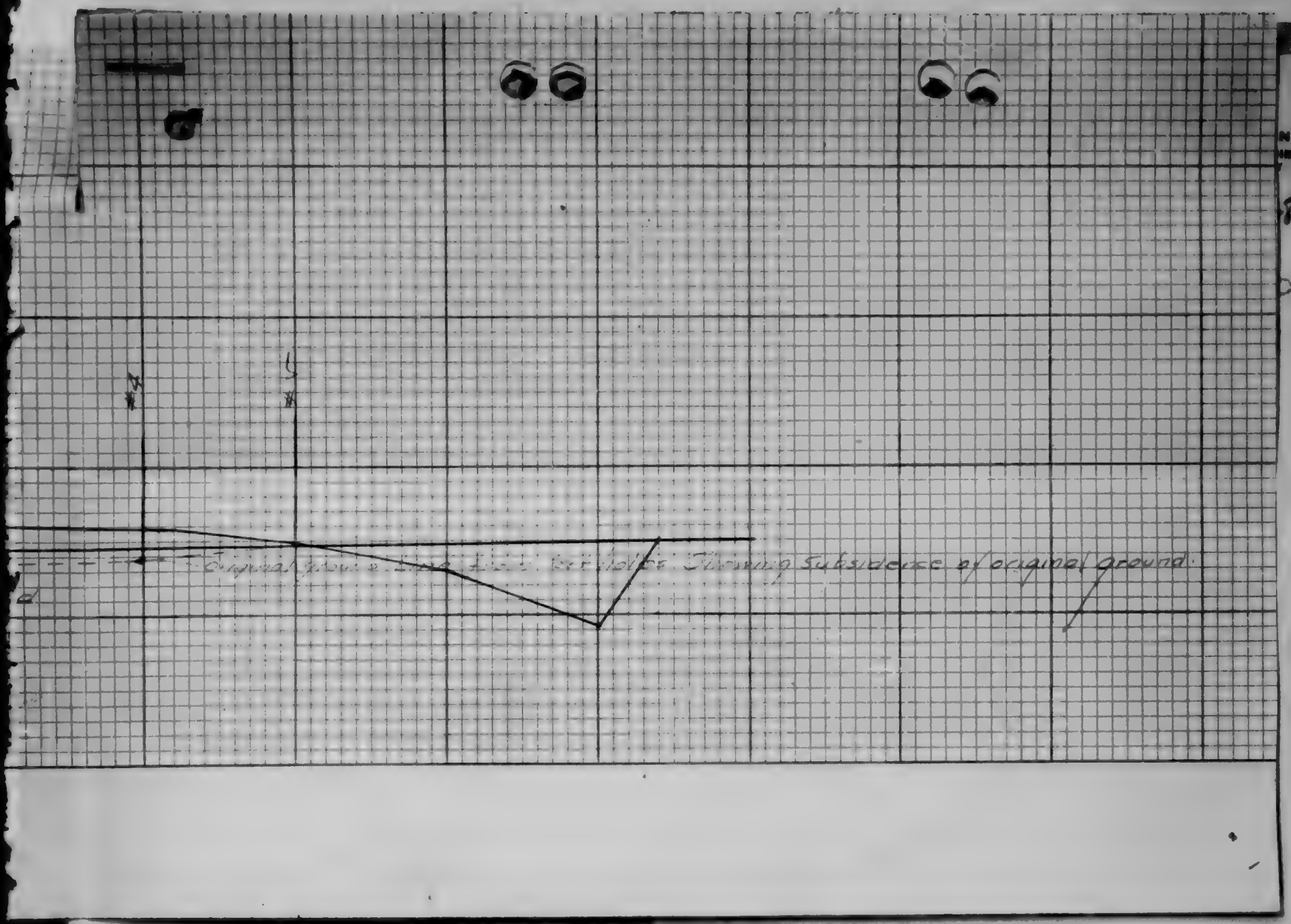
Classification: The increase in intermediate classification is due to gumbo flats which are frequently overlooked in preliminary investigations. Another contributing feature towards the over run in grading quantities was the elimination of some of the thorough cuts over the low swells in ground line to avoid drifting snow. This territory is subject to an average snow fall of 4 feet in the vicinity of Williamson River which increases in depth to 6 feet at Fort Klamath. Practically all of the thorough cuts have been either eliminated or widened out for borrow section which will greatly facilitate the handling of snow on winter maintenance.

Very respectfully,

G. I. Stebbins,
Resident Engineer.

GIS:NW
Encl.


Test hole #1
#2
#3
#4
63'
832
This soil compressed
586
Origi



Contract #598
18PE

1. Bundle of Cross-sections
1. Roll, Profile
37. Material Receipt Bks

Contract #599
18PE-1

1. Bundle of Cross-sections
1. Roll, Profile
32. Material Receipt Bks
1. Bk. Filler time

1 Bk Transit Notes
1 " Culvert Notes
3 " Original Ground Line
2 " Remeasurement

Very truly,

J. H. Scott,
Division Engineer

...UBY, BAKER, CHAIRMAN
...VAN DUZER, PORTLAND
...M. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

NOTED
R.A.K.

RECEIVED
SEP 18 1923

Klamath Falls, Ore.,
Sept. 15, 1923.

Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Herewith please find Final Estimates on the Lamm's Mill-Fort Klamath Section of the Dalles-California Highway, Unit Nos. 1 & 2. Attached is letter from Mr. Stebbins, Resident Engineer, giving causes for over run in preliminary estimates.

I recommend that final payment be made as shown on the final estimates.

I am forwarding, by American R. R. Express, the following final records:

Contract #598 18PE	Contract #599 18PE-1
1. Bundle of Cross-sections	1. Bundle of Cross-sections
1. Roll, Profile	1. Roll, Profile
37. Material Receipt Bks	32. Material Receipt Bks
	1. Bk. Filler time

1 Bk	Transit Notes
1 "	Culvert Notes
3 "	Original Ground Line
2 "	Remeasurement

Very truly,

J. H. Scott,
Division Engineer

Klamath Falls, Ore.,
Sept. 13, 1923.

Mr. J. H. Scott,
Division Engineer,
Klamath Falls, Ore.

SEP 18 1923

Dear Sir:-

I am submitting this date final estimate on the two units of the Dalles-California Highway between Lamm's Mill and Fort Klamath together with all construction records on same.

I have delayed submitting final on this work to admit of detail investigation on shrinkages. In checking over our final notes it will be noted that shrinkage is very variable thru out even where material was handled by the same method.

About 75% of the line was graded with an 18 ton tractor towing two heavy graders. This outfit required an average of 20 rounds trips per section to complete. During the operation of tractors, team forces were constantly employed drifting material along the line. The result has been, to not only compress the embankment thru the pumice and volcanic ash sections but to cause subsidence of the original ground underneath the embankment. So that what appeared at first to be unusual shrinkage is due mainly to subsidence. In my investigation, I have trenched in from both sides following along the original sod and taking "Y" level readings up to the edge of macadam, obtaining center reading by cutting an open test hole thru the macadam and am attaching herewith typical section showing general results.

On all sections where work consisted principally of reshaping or regrading on existing road the shrinkage runs from 30 to 35% which is normal for tractor work. At other points where clearing was unusual heavy, the blasting of stumps left craters involving heavy backfill. This item of shrinkage is the main feature which has contributed to the over run in our final estimate.

Class "A" concrete and metal reinforcement has been eliminated and 36" pipe substituted. This change effected a saving of approximate $800.00 over the preliminary estimate.

On Unit #1, one timber bridge was eliminated and triple line of 36" pipe placed, this involved an increase of $1,061.00 over the preliminary estimate but gives a permanent structure.

Gravel Surfacing: This item shows an increase of 831 Cu. Yds. which is due to bad subgrade across gumbo sections. Gravel maintenance was decreased as pits will be available for future maintenance work. Crushed rock maintenance shows slight increase over the preliminary estimate. This over run was unintentional and occurred thru changing of inspectors on night shift.

Culverts: In general the final estimate under runs the preliminary estimate on lineal feet of pipe. The preliminary estimate contemplated placing of all culverts for farm crossings but this not being in line with the general policy of the Commission, I have omitted;placing them except for established public road crossings. However they have been called for by the Bureau Inspectors after contract was completed and if necessary can be placed by maintenance forces and charge made against the construction account. Not all of the increase in 36" pipe however is thru substitution for box culverts. In a number of instances ~~longer~~ *larger* openings were demanded by the Indian Department to provide ~~larger~~ opening for future improvement of irrigation system.

Classification: The increase in intermediate classification is due to gumbo flats which are frequently overlooked in preliminary investigations. Another contributing feature towards the over run in grading quantities was the elimination of some of the thorough cuts over the low swells in ground line to avoid drifting snow. This territory is subject to an average snow fall of 4 feet in the vicinity of Williamson River which increases in depth to 6 feet at Fort Klamath. Practically all of the thorough cuts have been either eliminated or widened out for borrow section which will greatly facilitate the handling of snow on winter maintenance.

Very respectfully,

G. I. Stebbins,
Resident Engineer.

GIS:RW
Encl.

WILLIAM DUBY BAKER, Chairman

OREGON STATE HIGHWAY COMMISSION

September 19, 1923.

NOTED
R.A.K.

Mr. J. H. Scott,
Division Engineer,
Klamath Falls, Oregon.

PR #83

Dear Sir:

Receipt is acknowledged of your letter of September 14, concerning the installing of drains at private road approaches on the Lamms Mill-Fort Klamath Federal Aid Project.

We find that in furnishing right-of-way for this project the Indian Department required the County to agree to furnish and install all drain pipes, culverts and syphons required to properly take care of all drainage and to properly provide for all existing and future irrigation work. It is our understanding that under this provision the County would be required to construct all necessary private approaches to lands which are still within control of the Indian Department, and for this reason we believe that the Lamms Mill-Fort Klamath Project should be considered as an exception, and that the approaches and the necessary culvert pipe in connection therewith should be installed as a part of the construction cost.

You are therefore authorized to install such private road approaches and crossings as may, in your judgment, be required, and to charge the cost of same to the grading and surfacing project.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:AP

...LAND ...ORVALLIS COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.,
Sept. 14, 1923

SEP 17 1923

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert

Dear Sir:-

Reference is made to your letter of Aug. 23rd. in the matter of installing drains in road crossings north of Lamm's Mill on the Hodgman contract, also copy of a letter from Bureau of Public Roads in reference to this. This is Federal Aid Project No. 83.

In this comes up the Department ruling that no pipes are to be put in in farm crossing approaches at our expense but at the expense of the owner. In many cases unsatisfactory wood boxes have been put in and in other places no drains are provided. It would be much better to have pipe in many places to equalize the water in borrow pits and drainage is not as well taken care of as should be as it seems not possible to get the Indians to furnish pipe.

Later in the season, we will put in pipe where they are necessary for drainage and safty of the roadbed. it is not now possible to get labor.

Very truly,

SHP.

J. H. Scott

JHS:RW Please see me about this Rock

J. H. Scott,
Division Engineer.

ANSWERED
S. H. Probert

September 4, 1925

Fidelity & Deposit Company of Maryland,
c/o John B. Coffey Co., Agents,
Wilcox Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to Dunn & Baker oncontract No. 599, Unit No. 2, Lamm's Mill-Fort Klamath Section of The Dalles-California Highway in Klamath County.

This payment will be made on or after September 14, 1925.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

JMcF:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

RECEIVED
AUG 20 1923
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

August 18, 1923.

PR-83

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith, for the signature of the State Highway Commission, three copies of modified project agreement covering Oregon 83, Lamm's Mill-Fort Klamath section of The Dalles-California Highway.

Yours very truly,
C. H. PURCELL, District Engineer,

By T. M. Dawson
Acting

O.K. Jiwd

UNITED STATES DEPARTMENT OF

August 28, 1925.

Mr. J. H. Scott,
Division Engineer,
Klamath Falls, Oregon.

PR #83

Dear Sir:

We are enclosing herewith, a copy of a letter received today from the Bureau of Public Roads.

Please advise as to your plans for the placing of the drains referred to, and let us have any recommendations you may wish to make in case you are not planning to provide drains at all private road approaches.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SEP:AP

Enclosure.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

RECEIVED
AUG 28 1923
POST OFFICE BUILDING,
PORTLAND, OREG.

August 27, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have just made an inspection of Oregon Federal aid project No. 83, from Lamms Mill to Fort Klamath.

It was noted that there are some farm road crossings which have not yet been provided with pipes which will be necessary to drain side ditches or borrow pits, or to act as equalizers in borrow pits.

These pipes should be provided wherever necessary for drainage before submission of the final voucher.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

FORM SA 21600 SM-6-23

WILLIAM DUBY, BAKER, CHAIRMAN
VAN DUZER, PORTLAND
MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.,
Aug. 24, 1923

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

PR #83

Dear Sir:-

I inspected the Lamm's Mill - Fort Klamath Section, Unit #2 of the Dalles-California Highway, Contract #599, Contractor, Dunn & Baker and found that only a slight amount of burning remains to be done which the Indian Service has taken over. We have a letter releasing Dunn & Baker from this work. Also only a slight amount of raking is necessary to take out the oversize material.

Therefore, I recommend that the usual retained precentage be paid to Dunn & Baker on their semi-final estimate #10.

Very respectfully,

J. H. Scott,
Division Engineer.

JHS/RT

RECEIVED
AUG 27 1923
STATE HIGHWAY COMMISSION

Aug. 22, 1923.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR-83

Dear Sir:

Reference is made to monthly estimates on Unit No. 1 of the Lamms Mill-Fort Klamath Section, Federal Aid Project No. 83.

In our previous letter, relative to the division of quantities between Sections A and B, we neglected to take into consideration the temporary construction upon which the Federal Government will not cooperate. It will, therefore, be necessary to deduct the quantities for this temporary construction to prorate the balance in accordance with the twenty-three and seventy-seven per cent ratios. The quantities for all three of the divisions should be shown at the last of the estimate the same as you have done on estimate No. 6, the items for temporary construction simply being placed on an additional line.

Yours very truly,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dict. by Mr. J. W. De Souza
MH

CC to Mr. J. H. Scott,
Acting Division Engineer,
Klamath Falls, Oregon.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R.A.K.

Date Aug 11, 1923, *192*

Job Name Lamm's Mill - Fort Klamath P.J.-1 *Week from* Aug 4 *to* Aug 11

Mail Address Klamath Falls, Ore.

Highway Dalles - California *Telegraph or Telephone Address* "

County Klamath *Job Prefix* 18PE-1 *Express and Freight Address* "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Construction work completed and contractors camp closed

ENGINEERING

Field work practically completed and expect to have final estimate worked up by September 1st.

RECEIVED
AUG 17 1923

Signed G. F. Robbins

Title

(See back of this sheet for instructions and detailed information.)

IN YO

REFE

GRADING CONSTRUCTION

Total miles of grading on project 9.47

Miles completed 9.47

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned 9.47

Miles cross-sections completed and checked 7.0

Miles to be remeasured 0

Number men in Engineering Party 3

Contractor's average force for week 10 *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about Aug 1st

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.46

Miles completed 9.46

Miles partially done .....

Average daily yardage placed this week 360

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about July 27

Number men in Engineering Party 0

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

ist all jobs upon which you have worked this week with ercentage of this week's time on each.

This job 18 PE-1 50 *Percentage* .....

Other jobs 18 PE 50 *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

July 23, 1923.

43

REC'D
JUL 24 1923

NOTED
R.A.K.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

DearSir:

Oregon 83, Lamms Mill-Fort Klamath Section, The Dalles-California Highway, 19.04 miles grading and surfacing.

We are advised by our Regional Office that before the revised detailed estimate for modification of the Project Agreement can be recommended for approval, it will be necessary to submit a right-of-way map showing the ownership, and class of title for each parcel of land, also showing all significant survey stations or distances. This should be supplemented with a tabulation similar to that submitted with your letter of May 21, using exact figures as to the length of Indian and non-Indian portions.

Very truly yours,

C. H. PURCELL, District Engineer,

By [signature]
Acting

STATEMENT OF CLASS OF OWNERSHIP OF LANDS ON THE LAKE NULL-ZONE KLAMATH SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

OREGON FEDERAL AID PROJECT No. 82

Stations, Scaled from 100' Federal Aid Plans. Salem, Oregon, July 24, 1925.

Sta. to Sta.	Restricted Patent, lin.ft.	Unrestricted Patent, lin.ft.	Class of Ownership
914 — 930 + 45	1,645	- -	Restricted Patent
930 + 45 — 951 + 60 *1	- -	2,115	Unrestricted "
951 + 60 — 994 + 80	4,520	- -	Restricted "
994 + 80 — 1003 + 85	362	355	50% " 50% Unrestr.
1003 + 85 — 1018 + 70	1,485	- -	Restricted Patent
1018 + 70 — 1032 + 10	- -	1,440	Unrestricted "
1032 + 10 — 1069 + 40	3,630	- -	Restricted "
1069 + 40 — 1076 + 45	- -	705	Unrestricted "
1076 + 45 — 1106 + 30	2,985	- -	Restricted "
1106 + 30 — 1119 + 80	- -	1,450	Unrestricted "
1119 + 80 — 1143 + 00	2,320	- -	Restricted "
1143 + 00 — 1150 + 00	- -	700	Unrestricted "
1150 + 00 — 1235 + 30	8,530	- -	Restricted "
1235 + 30 — 1255 + 05	- -	1,975	Unrestricted "
1255 + 05 — 1389 + 10 *2	13,405	- -	Restricted "
1389 + 10 — 1412 + 05	- -	2,011	Unrestricted "
1412 + 05 — 1432 + 40	2,035	- -	Restricted "
1432 + 40 — 1439 + 00	- -	660	Unrestricted "
1439 + 00 — 1468 + 90	1,990	- -	Restricted "
1468 + 90 — 1472 + 55 *3	- -	1,365	Unrestricted "
1472 + 55 — 1669 + 70	18,700	- -	Restricted "
1669 + 70 — 1685 + 60	- -	1,590	Unrestricted "
1685 + 60 — 1697 + 95	1,235	- -	Restricted "
1697 + 95 — 1700 + 50 *4	- -	255	Unrestricted "
1700 + 50 — 1722 + 75	2,225	- -	Restricted "
1722 + 75 — 1742 + 40	- -	1,965	Unrestricted "
1742 + 40 — 1775 + 70	3,130	- -	Restricted "
1775 + 70 — 1786 + 75	- -	1,105	Unrestricted "

Page 2. - Statement of Class of Ownership of Lands, Proj. # 68

Stat. to Sta.	Restricted Patent Lin.ft.	Unrestricted Patent lin.ft.	Class of Ownership
1788 + 78 - 1803 + 55	1,480	- -	Restricted Patent
1803 + 55 - 1819 + 90	- -	1,635	Unrestricted -
1819 + 90 - 1923 + 45	10,355	- -	Restricted -
1923 + 45 - 1932 + 18	- -	878	Unrestricted -
Totals	79,955	20,597	
	79941.6	20 594.9	
	79.5%	20.5%	

*1 Eq. 976 + 68.9 Back Equals 976 + 47.3 Ahead

*2 Eq. 1395 + 75.5 " " 1392 + 57.4 "

*3 Eq. 1475 + 47.0 " " 1485 + 45.6 "

*4 Eq. 1638 + 15.2 " " 1638 + 31.7 "

*4 Eq. 1721 + 64.2 " " 1721 + 51.8 "

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

July 16, 1923.

POST OFFICE BUILDING,
PORTLAND, OREG.

83

RECEIVED
JUL 17 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon 83, Lamm's Mill-Fort Klamath section, have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

REFERRED TO
S H
BY R. A. K.

Form P. R. 2

State Oregon

Project No. 83

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

WASHINGTON
GOVERNMENT PRINTING OFFICE
1922

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of May, 1923

by and between the State Highway Commission of Oregon

....., constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," and by Act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes":

Whereas the Highway Department of said State submitted on the 25th day of July, 1922, a project statement, which was approved by the Secretary on the 10th day of October, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 10th day of October 1922, and approved by the Secretary on the 30th day of June, 1923; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of ninety-four thousand, six hundred seventy and 07/100

.....

dollars ($94,670.07) as the share of the United States payable under said act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State from sale of bonds authorized by legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920 (Include amount, date, and citation of act of legislature by which authorized.)

*(b) By the count..... of ..... (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

such funds having been placed under the direct control of the Highway Department by ..... (State how placed under direct control of Highway Department.)

*(c) By the count..... of ..... (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

*(d) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. This agreement covers the following road as described in detail in said surveys, plans, and specifications:

Between survey station 914 at Modoc Point near Lamm's Mill at the end of the present improved road 20 miles north of Klamath Falls, and survey station 1981+17.8 at south end of Forest Road Project near Fort Klamath terminal points, a distance of 19.04 miles, known locally as the Lamm's Mill-Fort Klamath Section of The Dalles-California Highway, Klamath County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) By reason of the fact that traffic requirements render surfacing of a greater width than that proposed unnecessary, and in consideration of the approval of the plans, specifications and estimate for said project by the Secretary of Agriculture, the Highway Department, subject to such limitations as now are or hereafter may be imposed by the laws of the State of Oregon, will provide an adequate surface on said project, with or without Federal Aid, as soon as the traffic requires and funds become available, and in any event will provide for such surfacing prior to making request for any addition to the mileage of the Seven Per Cent System of Federal Aid Highways approved by the Secretary of Agriculture for the State of Oregon under the provisions of Section 6 of the Federal Highway Act.

(d) It is mutually agreed that the existing bridges over Williamson River at survey station 1217 and over Crooked Creek at survey station 1720+50 shall be subject to inspection and approval by the Secretary or his authorized agents, and that if in the judgment of the Secretary or his authorized agents, such structures require repairs or reconstruction, they will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed

(*a*) the said sum of ninety-four thousand, six hundred seventy and 07/100 .....

..... dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of one hundred fifty-four thousand, eight hundred forty-nine and 75/100 .....

..... dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(State or county.) (Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $16,250.00 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Commission and the Federal

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

(Include reference to statute authorizing

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

(Title of officer.)

[SEAL.]

H. C. Marvin

ACTING *Secretary of Agriculture.*

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....

(Include reference to statute authorising funds, probable amount annually available and how will be placed under direct control of Highway Department.)

*(*b*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute authorising funds and probable amount annually available.)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

*(Strike out if not appropriate.)

STRICKEN OUT

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 30th day of June, 1923.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
ACTING *Secretary of Agriculture.*

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).*)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 914 at Modoc Point near Lamm's Mill at the end of the present improved road 20 miles north of Klamath Falls, and survey station 1932+17.8 at south end of Forest Road Project near Fort Klamath locally known as the Lamm's Mill-Fort Klamath Section of The Dalles-California Highway, Klamath County, and designated in the records of this Department as Project No. 83, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $154,349.75 as the total estimated cost of said project, and the sum of $94,670.07 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 30th day of June one thousand nine hundred and Twenty-three, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
ACTING *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4829

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

RECEIVED
JUL 10 1923
STATE

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

July 9, 1923.

NOTED
R. A. K.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Oregon 83, Lamms Mill-Fort Klamath Section of The Dalles-California Highway, 19.1 miles grading and surfacing.

Reference is made to your letter of May 21, relative to method of considering this project as a whole, and figuring Federal cooperation of about 91% on the work. This method seemed reasonable to us and was so recommended as we advised under date of June 16.

We are now in receipt of advise that the method outlined by you had certain legal and administrative objectives, and the following method is suggested by our Washington office:

"The project to be divided into two sections, A and B, Indian and non-Indian respectively, and separate estimate sheets be framed for each; in arriving at the quantities for the respective sections that grading, surfacing and other items of like nature be the proportion of the whole that the length of the respective sections is of the length of the entire project; any important structures be included in the estimate of the section of their physical location. The Federal aid on the Indian section would then be shown as 100 percent, and on the non-Indian section the usual Oregon percentage would prevail."

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

July 11, 1923.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR - 85

Gentlemen:

In accordance with your letter of the 9th, inst., we are enclosing herewith six copies of an estimate as basis for modified agreement on the Lamms Mill - Ft. Klamath Section, Oregon Proj st No. 85.

We are also enclosing copies of a letter and sample field estimate summary, which we are sending today to Mr. C. C. Kelley. We believe that this letter will outline fully the method which we propose to use for the handling of the project, and we trust that you will find our ideas satisfactory. If there are any points, upon which we are in error, we would be very pleased to have you so advise us, and we will take immediate steps to adopt such procedure as may be necessary.

Our present plan is to submit a single series of vouchers on this project as in the past. We will detail all quantities separately under each of the classifications, as shown in the estimate which we are enclosing. "Under the pro rata share of the United States" on the voucher we will show both sixty one per cent of section "A", and one hundred per cent of section "B". These two amounts will be combined at the right hand end of the line, and the previous payments will then be deducted the same as the usual practice. It appears to us that this method will work out without conflictions, as at all times the vouchers will show the total Federal Aid involved under each basis of cooperation.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dict. by Mr. J. W. De Souza
EB

Enclosures

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. [illegible]

Lanes Mill-Fort Klamath Section of The Dalles-California Highway

In Klamath County.

(Estimate as basis for second modified agreement. Based on contract prices)

10.04 Miles of Grading and Surfacing — Salem, Oregon, July 11, '35.

Section "A" - Portion over non-Indian Lands-23%

Unit 1 - 9.87 miles, Sta. 914 to 1422/08.6

23%	Total							
			Clearing and Grubbing				$ 3,700.00	$ 851.00
10,120	Cu.	Yds.	Common Excavation				.28	2,833.60
58	"	"	Intermediate Excavation				.75	43.50
58	"	"	Solid Rock	"			2.00	116.00
3,600	Sta.	Yds	Overhaul				.05	180.00
359	Lin.	Ft.	12" Plain Concrete		Pipe		1.60	574.40
85	"	"	18" Reinf.		"	"	3.50	297.50
53	"	"	24"	"	"	"	4.50	238.50
15	"	"	36"	"	"	"	8.00	80.00
7	"	"	48"	"	"	"	12.00	84.00
13	Cu.	Yds.	Class "C" Concrete				25.00	325.00
46	Lin.	Ft.	Wood Guard Fence				.80	36.80
4,830	Cu.	Yds.	Gravel Surfacing				1.40	6,762.00

Unit 2 - 9.47 miles, Sta. 1422/08.6 to 1922/17.8

23%	Total							
			Clearing and Grubbing				13,500.00	3,105.00
10,360	Cu.	Yds.	Common Excavation				.25	2,587.50
115	"	"	Intermediate Excavation				.90	103.50
220	"	"	Solid Rock Excavation				1.25	257.50
2,530	Sta.	Yds.	Overhaul				.05	126.50
288	Lin.	Ft.	12" Plain Concrete		Pipe		1.64	472.32
60	"	"	18" Reinf.		"	"	3.15	189.00
76	"	"	24"	"	"	"	4.30	319.30
7	"	"	36"	"	"	"	7.50	52.50
12	Cu.	Yds.	Class "C" Concrete				27.00	324.00
4,830	"	"	Broken Stone Surfacing				2.25	10,867.50
460	"	"	Filler				.25	115.00

Sub-total Section "A" ---------- $ 29,960.82

10% Engr. & Cont. ---------- 3,996.88

Total ---------- $ 34,065.70

State Funds Available $13,239.05
Federal Aid Requested 20,826.65 (61.13673%)
$34,065.70

Section "B" - Portion over Indian Lands - 77%

Unit 1 - 2.57 miles, Sta. 914 to 1482/08.6

77% Total		Clearing and Grubbing	$ 3,700.00	$ 2,849.00
55,000	Cu. Yds.	Common Excavation	.88	9,484.40
192	" "	Intermediate Excavation	.75	144.00
192	" "	Solid Rock Excavation	2.00	384.00
12,320	Stn. Yds	Overhaul	.05	616.00
1,201	Lin. Ft.	12" Plain Concrete Pipe	1.60	1,921.60
377	" "	18" Reinf. " "	3.50	949.50
177	" "	24" " " "	4.50	796.50
30	" "	36" " " "	8.00	240.00
23	" "	48" " " "	12.00	276.00
42	Cu. Yds.	Class "C" Concrete	25.00	1,050.00
154	Lin. Ft.	Wood Guard Fence	.80	123.20
5	M-FBM	Lumber and Timber	55.00	275.00
16,170	Cu. Yds.	Gravel Surfacing	1.40	22,638.00

Unit 2 - 2.67 miles, Sta. 1482/08.6 to 1535/17.6

77%	Total	Clearing and Grubbing-	13,300.00	10,235.00
34,650	Cu. Yds.	Common Excavation	.25	8,662.50
385	" "	Intermediate Excavation	.90	346.50
770	" "	Solid Rock Excavation	1.35	982.50
8,470	Sta. Yds.	Overhaul	.05	423.50
968	Lin. Ft.	12" Plain Concrete Pipe	1.64	1,577.44
200	" "	18" Reinf. " "	3.15	630.00
254	" "	24" " " "	4.20	1,066.80
25	" "	36" " " "	7.50	172.50
119	Cu. Yds.	Class "A" Concrete	23.40	2,234.60
36	" "	Class "C" Concrete	27.00	972.00
11,000	Lbs.	Metal Reinforcement	.10	1,100.00
17	M-FBM	Lumber and Timber	76.00	1,292.00
270	Ft.	Timber Piling	1.60	432.00
16,170	Cu. Yds.	Broken Stone Surfacing	2.25	36,382.50
1,540	" "	Filler	.25	385.00

Sub-total Section "B"	$ 109,305.68
10% Engr. & Cont.	10,939.36
Total	$ 120,784.04

Federal Aid Requested $120,784.04 (100%)

	Length	Total Cost	State Funds Available	Federal Aid Requested
Section "A"	[illegible]	$34,065.70	$13,239.05	$20,826.65
Section "B"	[illegible]	120,784.04	- -	120,784.04
	19.04	$154,849.74	$ 13,239.05	$141,610.69

Cost per mile $8,132.86

Federal Aid Recommended $_____

July 11, 1923.

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

8.R 83

Dear Sir:

Reference is made to the Lamms Mill-Ft. Klamath Section, Federal Aid project No. 83.

This project is over Indian lands, and on projects of this class, the Bureau of Public Roads may cooperate to the extent of one hundred per cent on all such portions as are on lands which never have been allotted to the Indians, or which have been allotted under patents which do not cover the power of alienation. The Federal Aid on all portions not coming under the above classifications remains at the permissible maximum of 61.1567%.

In going over the classes of ownership on the project, it was finally found that it would be necessary to divide the estimates into thirty-three different sections, in order to arrive at the quantities of work coming under the different percentages of cooperation. The handling of the estimates in this manner was not considered feasible, and a more simple solution was sought. The project as a whole is held twenty-three per cent under non-restricted patents, and seventy-seven per cent under restricted patents, or non-patented. As the project is fairly uniform throughout, it was suggested to the Bureau that it be considered in its entirety, and that Federal Aid be allowed to the extent of ninety-one per cent. This suggestion was approved by the Portland office and was forwarded to Washington with their recommendation. The Washington office approved the suggested method of considering the projects as a whole, but have required proportioning of the quantities instead of the proportion of Federal cooperation. There was excepted from this any important structures, it being required that these structures be included in the estimate of the section of their physical location. That is, if the structure is on restricted Indian land, they will cooperate to one hundred per cent of its cost, otherwise the cooperation will be 61.1567%.

In accordance with this advice, we have prepared a new project agreement estimate, one copy of which is enclosed herewith. You will note that Section "A" covers the proportional part of the total grading and

surfacing estimates which are upon unrestricted lands, amounting to twenty-three per cent. Section "B" covers the proportional part which is upon restricted lands, and upon which one-hundred per cent federal cooperation can be secured. In looking over the bridges, it was considered that the structures in the vicinities of stations 1186, 1623, 1712 and 1881 were the only ones which would fall under the classification as structures which should be included in the estimate of the section of their physical location. These structures are all on restricted lands, and accordingly were included under section "B". You will note that they cover all the class "A" concrete, metal reinforcement, lumber and timber, and timber piling called for on the estimates for the entire project.

In order to carry out the proposed plan, it will be necessary that all future field estimates be prepared in conformance with the conditions outlined. Each contract unit should be estimated separately as in the past, and they will be combined in this office when presenting vouchers to the Federal Government. We are enclosing herewith a sample of what will be required in summing up the quantities on each unit. This sample has been prepared from the totals of the July 6th estimate on unit 2. The only additional data which it will be necessary to show will be the percentage division of the total work accomplished to the date of the estimate. This will apply to all quantities except class "A" concrete, metal reinforcement, lumber and timber, and piling, which should be shown under the classification applying to the ownership of the land upon which the particular structure is located. It is not considered worth while to separately set out the excavation for the structures, and this may be included and pro rated with the balance of the excavation on the project.

If there are any points which have not been made clear, we will be very pleased to advise further.

Very truly yours,

ROY A. KLEIN.
State Highway Engineer.

By

Office Engineer.

Dict. by Mr. J. W. De Sousa
ER
CC to Bureau of Public Roads

Enclosures

Form No. 39.

NOTED
R.A.K.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 2 , 1923 , 192

Job Name Lamm's Mill - Fort Klamath

Week from May 26 *to* June 2

Mail Address

Highway Dalles - California

Telegraph or Telephone Address

County Klamath *Job Prefix* 18 P 3

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

GRADING

Work on this project proceeding in a very satisfactory manner. Last section of grader work which is on the Lamm's Mill ens will be completed by June 4th and outfit will then move back north to close up the last gap of grader work on the Dunn & Baker Job which is under sub-contract to K. E. Hodgman.

On June 4th Hodgman grading will be practically completed from Sta. 963 to 1422 which is the north end of his contract. This will leave a gap from Sta. 919 to 963 (44 stations to complete grading) a portion of this 44 stations across the gumbo flat at Lamm's Mill was partly graded last season.

Team outfits will soon be concentrated on this section and July 1st. should complete all grading. Mr. Hodgman advises me that immediately upon completion of the grading the macadam work will be carried forwarded on a double shift and final completion will be about August 1st. Following is grading force:

18 Teams

30 Laborers

1 Tractor & 2 Graders

The work turned out by this Tractor outfit has been very satisfactory and my only regret is that the contract was not so worded as to compell the use of this same class of equipment on the entire section as there can be no comparison between the work completed by the tractor and graders and that done by teams

(Continued on attached sheets)

RECEIVED
JUN 8 1923

Signed E E Hobbs

Title R E

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.5

Miles completed 8.5

Miles completed except finishing 8.5

Miles covered by contractor's forces 9.0

Miles cross-sectioned 9.5

Miles cross-sections completed and checked 7.0

Miles to be remeasured 1.5

Number men in Engineering Party 3

Contractor's average force for week 18 *men,* 14 *teams,* 0 *steam shovels*

Grading work will be completed about July 1st

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.5

Miles completed 0

Miles partially done 4

Average daily yardage placed this week 300

Average daily yardage necessary to complete on time 150

Contractor's average force for week 12 *men,* 4 *teams,* 8 *trucks*

Percentage of total required yardage now in place 40

Surfacing will be completed about August 1st

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,* *teams,* *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Macadam

Macadam progress has been progressing at an average ofabout 300 yds per day, outfit working on a ten hour shift. On June 1st we had placed 7500 yds of gravel, projects calls for 18500 yds. - 7500/18500 - approximately 40% complete.

In regard to the 950 yds of maintenance materials, I want to take this matter up with you as it may be policy to eliminate this item. If gravel pits are left open and available for future use we can handle just about as economically direct from the pits and avoid the loss due to small stock piles, except in certain sections where our sub-grade is doubtful. One such place in particular would be the gumbo flat at Lamm's Mill. Furthermore, I would like to concentrate some maintenance material at this end for possible use on the section between Lamm's Mill and Barclay Springs as maintenance material on this latter se ction was depleted to repair the Algoma section last year.

Gravel placed in the base courses is setting up in good condition and I believe is going to make an exellent road with low maintenance cost. Water has had a great deal to do with this and I found it necessary to work our tank trucks on long shifts. Last week I moved one truck back from the Dunn & Baker Job in order to work two trucks on single shift here and placing the two drivers on the one truck at the former place on a double shift. Have had some expense in connection with small gas engine. The Novo engine and pump on the rear of Pierce Arrow truck #329 had not been investigated thoroughly before sending out onto the job and turned out to be practically a total wreck. Furthermore type of outfit not handled by local firms and repairs parts hard to get. Found it necessary to rent an additional gas pump from W2 D. Miller and have one engine in shop most of the time.

Steam roller here is working on single shift of ten hours and rolling sub-grade only. This has proved very necessary as with the advent of dry season and placing macadam close to the grading pperations the sub-grade is nearly six inches deep in soft dust and sand. The sprinkling and rolling give a smooth compact surface for laying base and results in saving in the amount of gravel.

Culverts

About 90% of the pipe is in place on this project. Headwalls work not atarted. On a number of the road crossings where culverts are required in the ditch lines, I have picked up all of the available corrugated pipe which was removed on the Keno Job. Used White truck #578 to haul same and will shortly submit Force Order to cover placing. This will effect a saving of at least 50% over the cost of new concrete pipe and will give eight or ten years service.

Engineering

At Klamath Agency Camp. 1 Transitman, 4 chainmen, 2 Rock checkers and 1 Rock checker at K. E. Hodgman camp.

The force is somewhat larger than would ordinarily be required but is necessary on account of double shift and re-measure must be carried forwarded directly behind the grading to keep clear of rollers and macadam work. The engineering work is well up to date and finals should follow closely upon completion of contract. Will also show a low percentage cost on account of early completion.

OREGON STATE HIGHWAY COMMISSION

Klamath Falls, Ore.,
June 25, 1923.

JUN 29 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. C. C. Kelley,
Ass't. Engineer.

Dear Sir:-

I have to report the following force and progress on the various contracts within this section:

Lamm's Mill - Fort Klamath, Job 18PR

Grading

Grading on K. R. Hodgman contract is completed with exception of 26 stations on the Lamm's Mill end. Grading outfit working this at present and expect to complete in next ten days.

Macadam

Have all of base course on excepting ungraded section of ½ mile. Gravel plant shifted to the shirk Pit north from Williamson River and started placing top course working north. Gravel is compacting in fine shape and has every appearance of a good road surface in the making. A great deal of the moisture which was in the gravel pits at the beginning of operation has disappeared and we found it very necessary to gradually increase the amount of water on the road to prevent the trucks from rutting thru and mixing gravel with our sub-grade with consequent loss in road metal. At the present time, I am working two tank trucks on double shift of eight hours each. With an average macadam output of 300 yds per day, this gives us an average of about 50 Gals per Cu. Yd but better than 50% of this has been consumed in compacting the sub-grade. With the completion of practically all of the base course, the roller will probably be discontinued some time this week and one truck cut down to single shift.

Total Macadam in place	13,420 Cu. Yds.
Total Amount of Contract	20,988 " "
To Complete	7,568 " "
Estimate date of Completion	July 20th

Culverts

Practically all of the culverts pipe has been installed and work of placing concrete headwalls now underway. This work is being done under sub-contract to the Bend Concrete Pipe Co and workmanship has been very good thruout.

C.C. Kelley
6/25/23

Lamm8s Mill - Fort Klamath, Job 18PH-1

Grading

Grading on the Dunn & Baker Contract has been completed with exception of ½ mile on the extreme north end. All grading force consentrated at this point and expect to complete by end of this week.

Macadam

Work of crushed plant has been very satisfactory and reports show on a average of 360 yds for the double shift. Output has run as high as 300 yds on a single shift. The finished macadam is compacting in excellent shape and promises to be an easy road to maintain.

Total macadam in place to date -----15,562
Total macadam on Contract -----20,962
To complete ----- 5,400
Estimate date of completion July 10th

Steam roller on this section was just recently cut down to single shift and on completion of the base course will be discontinued. On the sprinkling we are working one Pierce Arrow Truck on two 8 hour shifts. This will also be cut down to single shift with completion of base.

Culverts & Bridges

Practically all of concrete culverts pipe has been placed and work on culvert headwalls underway.

Pile driver on ground and will start work of driving four bent bridge over Fort Creek some time this week.

Keno - Klamath Falls, Job 18PH

Grading

Grading force same as previous report.
Miles completed last report 7.85 or 71%
Completed to date 8.45 or 78%

Contractors have been finishing work up in better condition for traffic and in some instances we have accepted the connected sections and will relieve them from further maintenance of same as detours are impracticabl and traffic unusually heavy.

Culverts

Culvert pipe is practically all in place and headwalls and siphons about 95% complete

Macadam

Crew of 8 men started on plant most of this force however is employed in driving tunnel into quarry. It is contemplated shooting the quarry before progress with the actual erection of crusher plant, however equipment and machinery is being assembled and road graded up to top of hill so that erection work can be rushed as soon as the shot has been fired. It is probable that this contract will be carried forward on double shift with a probable daily output of 400 yds in order to complete contract on time.

G. C. Kelley
6/25/23

Algoma Resurfacing, Job 18DD

W. D. Miller material contract continues to operate with an average daily output of 20yds.

As previously reported the macadam is beginning to break up thruout and I tranferred the White Truck to work of spreading sand filler using two laborers as loaders. This work proving very effective and condition of road is better than last week. On the rock haul from W. D. Miller's plant I have secured one of the Klamath County tucks assumming the operating and maintenance cost of the truck during such time as employed on the job. This job is now in charge of a competent inspector and quality of rock good. It is however very probable that the 3000 yds called for under this contract will not be sufficient on account of additional repair work which is developing daily.

Poe Valley Market Road 18WB

Grading

Total grading under contract 7.2 Miles
Completed to Date 5.0 "

This work progressing far more favorably from a finacial standpoint than under the old system of County operation. The completion of this contract will give a continuous graded road from Olene to Bonanza which is but a trifle longer than the present travelled route via Dairy.

Macadam

Contract has also been let covering the quarrying of 12,000 yds of cinders and County crusher plant is in operation. Output up to the present time has been very low on account of necessity of driving new trap tunnel. It is expected that this plant will be up to normal in very short time with a daily average of 150 yds.

Culverts & Bridges

The culerts were let on the basis of concrete pipe and is under sub-contract to the Bend Concrete Pipe Co. Placing of culerts just under way this week. One 12 ft. span cattle-pass near Bonanza was just recently completed. The abutments and wings are of rubble masonry and deck of standard construction. Work was handled under contract to J. H. Garrett and final result is a big improvement over the usual County structure of the past.

Very respectfully,

G. I. Stebbins,
Res. Engr.

G. I. S/R. W.

June 27, 1925.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

FR 83

Gentlemen:

We are today in receipt of a letter from Resident Engineer, C. I. Stebbins to the effect that under date of June 19, Superintendent Baker of the Klamath Indian Reservation received a wire from the Department of the Interior, stating that right-of-way across the Indian Lands of the Lamm Mill-Fort Klamath Section had been granted.

In accordance with this advice, we are enclosing herewith four copies of voucher in the amount of $50,971.00. As we have not received notice of the execution of the Project Agreement by the Secretary, we are leaving the date column on these vouchers blank. We would appreciate having you forward this voucher for payment as soon as possible as the amount involved is rather large and we are desirous of securing payment with as little delay as possible.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Assistant Office Engineer.

JWD:AP

OREGON STATE HIGHWAY COMMISSION

P 443

Klamath Falls, Ore.,
June 25, 1923.

RECEIVED
JUN 27 1923
STATE

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Attention of Mr. S. H. Probert,
Office Engineer.

Dear Sir:-

Referring to your letter of the 18th in re, Right-of-way across Indian Lands on Federal Aid Project #83. Supt. Baker is in receipt of wire under date of June 19th. from Department of Interior, Stating that Right-of-way has been granted to the State of Oregon.

If you have not received official notice to this effect direct from the Departemnt of the Interior, please advise me and I will mail you copy of wire received here.

Very respectfully,

G. I. Stebbins,
Res. Eng'r.

June 18, 1923.

Mr. O. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR - 83

Dear Sir:

Reference is made to the subject of right-of-way across Indian lands on the Lamms Mill - Ft. Klamath Section, Federal Aid Project #83.

At the present time the contractors have accomplished work in excess of $100,000.00, of which the Federal share amounts to approximately $60,000.00. Owing to the fact that the right-of-way question has not been finally settled, we are unable to present any vouchers to the Government claiming their share of the cost of the work. You can see that this is an important matter, and one which justifies the taking of all possible steps to expedite the securing of the final approvement of the Secretary of the Interior on Indian land right-of-way.

If matters have been delayed on account of the failure of the County Court to act, we would suggest that you explain the importance of the matter to them and endeavor to have them take such immediate action as may be necessary.

As you know from a carbon copy of a letter which was sent to you, we mailed the required duplicate tracings to Superintendent Baker on April 13th, and it would not ap ear that the delay is being caused at that source. Please advise us of the conditions of which you find, and of the action which is taken.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Not that entitled and
I think there should
be approval to do so yesterday.

Dict. by Mr. J. W. De Sousa
EH

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

June 16, 1923.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Oregon 83, Lamm's Mill-Fort Klamath.

Receipt is acknowledged of your letter of June 15th and we have forwarded copies to the Regional Office with recommendation that every effort be made to secure a ruling which will permit of payment. We are at a loss, however, to understand why there is so much delay in clearing up the right-of-way. A number of Montana Indian projects, some much longer than this one, have come in since this project was started and right-of-way matters have been entirely disposed of and approved maps secured. Can you jog up the County Court?

Your suggestion as to per cent of Federal participation, made in your letter of May 21st, seemed reasonable to us and we promptly transmitted it with recommendation that it be approved. The matter is now up to the Washington Office and we should hear from them soon.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

June 15th, 1923.

Bureau of Public Roads,
Portland, Oregon.

PR 83

Gentlemen:

Reference is made to the Lamms Mill-Fort Klamath Section, Oregon Project No. 83.

On April 18th you forwarded to us proposed project agreements for signature by the Highway Commission, advising that their final execution probably would be deferred until formal rights-of-way over Indian Reservation lands have been granted by the Department of the Interior. These agreements were signed by the Highway Commission and were returned to you on May 9th.

At the present time, construction is progressing very rapidly and the contractors had done work to the value of approximately $100,000 on June 6th. The formalities surrounding the securing of the right-of-way over the Indian lands seems to be progressing satisfactorily as far as we know, and it would appear to us that there should be some method whereby we could secure Federal Aid during the period of construction. It now seems probable that the project will be completed before we are able to secure any Federal cooperation whatever.

As we understand it, the point in question is that the agreement can not be executed until all of the right-of-way formalities have been complied with and final permission has been given by the Department of the Interior. In this connection, we wish to call your attention to the Fort Klamath-Sand Creek and Neskowin-Jilets Forest Road Projects. These two projects are on Indian Reservations, yet the agreements have been executed, construction is being carried on, and local authority cooperation hasbeen claimed, all without the final granting of right-of-way over the Indian land. It is not apparent why the distinction should be made against Post Roadwork, and it seems that the same construction should be placed on the requirements for both classes of projects.

These points are not mentioned for the purpose of raising a question upon which we shall be insistent, but it seems that there should exist sufficient precedent for the approval of the project agreement and the payment of cooperation as the work progresses. We assure you that any steps that may be taken in this direction will be appreciated as the amounts involved are large and we naturally are desirous of securing the Federal cooperation with as little delay as possible.

We also would like to inquire as to what action, if any, has been taken regarding our suggestion of May 21st, relative to a basis for calculating the Federal cooperation on the project.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer .

Dic by J. W. DeSousa.
JP

the entire fill is being built of sod and mud. The pumice rock strata here lying at an average of 3½ feet below surface and it is possible to sound this depth thruout with a four foot lath. Teams are continually being mired and hauled out. Thru the courtesy of Supt. Baker we have been granted additional borrow pit area thruout the section and are raising our embankments an extra foot to take care of shrinkage. It is very evident that considerable additional macadam will be required here and I think it would be good policy to put on an extra 8 inches using crusher run material direct from the gyratory which will give us about 3 inches base rock. Will investigate this with you on your next trip and decide just what should be done.

MACADAM

Crusher plant running on two eight hour shifts and taking out about 225 yds per shift. Have had but few delays since operation commenced. Will have to shut down one day this coming week to make alteration of screen and elevator in order to eliminate over flow of large rock into base material. The quarry has developed one or two spots of dirt but is being watched carefully and several changes in drag line was ordered, and made, to get better material.

The finished macadam however is compacting in exellent shape and making an exellent road which is also holding up well under heavy truck traffic. Considerable dragging and blading is being done and we have had contractors put on 2nd blade this week. Next week will probably call for a third blade.

ROLLING & SPRINKLING

One steam roller working on double shift rolling sub-grade and base course only. One tank truck working on double shift with watering. Both of these operations are proving very beneficial. I recently made trips over the entire section with our County Court and they were well pleased with the results.

I am also convinced that the crushed rock macadam is going to give less trouble from corrugations under traffic and be easily maintained as the fine material in the quarry is more in the nature of a filler and not a binder, in other words it sets up but does not cement so that a drag will work more effectively. Total macadam placed 9200 yds, To complete 10250 yds. Percent completed 48%. Probable date of completion July 4th.

Culverts

About 90% of culerts on this section have been installed and 50% of the headwalls in place. This work is all under sub-contract to the Bend Concrete Pipe Co. and is being handled by a thoroughly experienced crew of concrete men.

Bridges

No work started on the four bent Pile and Timber bridge to be constructed at Sta 1882 over Fort Creek. Just received plans from Mr. Probert showing betterment work to be done on the steel and concrete bridge over Crooked Creek at Sta. 1720 This will be a very valuable improvement and will proceed with the work just as soon as the improvement order arrives.

JUN 8 1923

Engineering

This has been taken up in my report on 18 pg

PR#83

June 12, 1925

file

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Gentlemen:

On Saturday last inspection was made of the surfacing between Barclay Springs and Lamf's Hill on The Dalles-California Highway in Klamath County.

On the crushed rock section under contract to Dunn & Baker, the top course, in my opinion, is entirely too fine as the pit carries a big percentage of the material below the quarter inch and as the material goes into the crusher when it is damp a big percentage of stone, especially between ¼ and 3/4 inch is carried into the base course mix.

It was noticed on those portions of the road that are laid, that the material, all of which has passed through 3/4 inch circular screen, sets up very readily and has a tendency to cake. On those sections where one-half of the top material passed a one inch screen the surface presents a better appearance.

It is my opinion that a mean of these two mixtures, that is, allowing one-fourth of the screen to be 1 inch circular and the balance 3/4 inch circular, would provide a material stone which should give us a better surface. This would provide a top mix with a fair percentage of stone chips.

I instructed the resident engineer to change his screens to allow one-fourth of the area to be 1 inch and the balance 3/4 inch circular opening.

Will you please make inspection of this project and advise us if you do not concur in this arrangement?

Yours truly,

ROY A. KLEIN,
State Highway Engineer.

By C. C. KELLEY,
Assistant Engineer.

CCK:IM
cc. G. I. Stebbins,

NOTED
R.A.K.

June 11, 1923

Mr. C. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PAH 93

Dear Sir:

Confirming our conversation of recent date relative to construction of a road over the low boggy swamp, station 1536 to 1565, Lamms Mill-Fort Klamath Section, you are authorized to either raise the fill one-half foot or lower the water table an equal amount by proper drainage and add four inches additional base course of crusher run material.

Regarding the maintenance material on the Hodgman contract, suggest that you take the matter up with Mr. Baker of the Indian Service and see if the pits we are now using can be transferred to the state in which case it will not be necessary to store maintenance materials at one mile intervals as proposed in the original contract.

It is, however, desirable to store about 300 cubic yards of material at Lamms Mill, part of which could be used on the Barclay Springs-Lamms Mill Section, contractor to be entitled to the difference in haul from the pit to Lamms Mill as against the average haul which he bid on and this item could be covered on commercial voucher chargeable against the contract.

Very truly yours,

Assistant Engineer.

CCK:ZM

Form No. 24.

(To be made out in triplicate. White and blue copies to be sent to Salem office.)

OREGON STATE HIGHWAY DEPARTMENT
ORDER FOR EXTRA WORK

Job Lamm's Mill - Fort Klamath Unit #1 Date May 7, 1923, 192

Highway The Dalles - California Contract No. 598

County K. Y. Hodgman Order No. 1

Contractor Klamath

Address Klamath Falls, Ore.

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Work to be done: Grillage under Culverts

Sta. 1088 ∠ 50	2 pcs 3" x 12", 96 FBM from old bridge Jtn 1186		
	Placing 96 FBM @ $10.00 FBM	——$1.00	
	Hauling Lumber 2 hrs @ 1.00	—— 2.00	$3.00
Sta 1090 ∠ 90	Lumber 172 FBM @35.00	——$6.00	
	Truck hauling lumber 2 hrs @2.00	—— 2.00	
	Placing lumber 172 FBM @10.00M. FBM — 1.75		$11.75

Location by station numbers:

Sta 1154 ∠ 60	Lumber 700 FBM @ $35.00	——24.50	
	Hauling Lumber, 8 hrs @ 2.00	——16.00	
	Placing 700 FBM @ 10.00 M. FBM	——7.00	$47.50
			$62 .25

Quantities:

Estimated cost: $62. 25

Grillage necessary on account of soft ground

Recommended for approval:

J. E. Stevens
Resident Engineer.

Approved:

C. H. Kelley

Date 5/28/23.

Form No. 24.

(To be made out in triplicate. White and blue copies to be sent to Salem office.)

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

Job Lumm's Mill - Fort Klamath section Date May 25, 1933, 192

Highway Dalles - California Contract No. 522

County Klamath Order No. 2

Contractor Dunn & Baker Inc.

Address Klamath Agency Oregon

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Work to be done: Construct 40 feet of dry rock wall across spring at Station 1712 to prevent embankment from washing out. The present road is carried across the spring in same manner but width of roadway is not sufficient and new wall to be constructed outside of existing wall.

Location by station numbers: Sta. 1712

Quantities: 20 Cu. Yds. of rock wall - 70% of same to be placed under water surface. Haul rock with team 400 feet along highway.

Estimated cost: 20 Cu. Yds. @ $10.00 ---- $200.00

Recommended for approval: J. D. Robbins
Resident Engineer.

Approved: C. A. Kelly

Date 5/31/33

FORM 55 STATE 5M-4-22

R. A. BOOTH, EUGENE, CHAIRMAN
WILLIAM DUBY, BAKER
H. VAN DUZER, PORTLAND
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAY 26 1923
STATE HIGHWAY COMMISSION

Klamath Falls, Ore.
May 15, 1923.

PRH 8

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Attention of Mr. S. H. Probert,
Office Engineer.

Dear Sir:-

In reply to your letter of May 5th refering to the classification of lands within the Klamath Indian Reservation adjacent to and traversed by the Lamm's Mill - Fort Klamath Section of the Dalles - California Highway.

There are three classes of lands as noted on the 400 foot scale map which I am returning to you under separate cover;

Trust Patent Land- which is refered to in letter of May 3rd from the Bureau of Public Roads, as "restricted fee Patent.

Fee Patented Land- all restrictions have been removed and it has the same status on the tax roll as other lands within the County.

Tribal Lands- this is land which has not been alloted and title remains vested in the U. S. Government. It is held in trust for the tribe, sometimes refered to as Indian School Lands. It can be leased but not sold.

You will find notations on the map, showing classification of each parcel of land thruout the project.

Very respectfully,

G. I. Stebbins,
Res. Eng'r.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

May 21st, 1923.

PR - 83

Gentlemen:

Reference is made to the ownership of lands on the Lamms Mill-Fort Klamath Section, Oregon Project #83.

We are enclosing herewith a tabulation which we have prepared, showing the different classes of ownership on the project. The dividing stations which you have given must be considered as approximate only, as they were scaled from a 400' scale map, and as a general rule were read to the nearest 50'.

From this tabulation you will notice that the project is divided into thirty-three different sections, only three of which are of any appreciable length. It would appear impracticable to us to segregate the estimates on the work in such manner as to set out the construction quantities on each individual unit, and to secure one hundred per cent federal cooperation on the portions on which the ownership is not held in fee simple.

In summing up the entire project, it is found that approximately twenty-three per cent of the lands traversed by the project are held in fee simple and seventy-seven per cent are either Indian lands or are held under trust patents. As a solution, we would suggest that it might be possible to consider the project as a whole, and to calculate the federal cooperation upon the basis of the respective amounts of each class of ownership. According to our figures, this would call for a federal cooperation of approximately ninety-one per cent. The work throughout the project is fairly uniform, and in the final result we believe that this basis would be in close accord with what might be secured by dividing up the project into the thirty-three individual units.

We would very much appreciate having you advise us of your ideas regarding this suggestion.

Yours very truly,

ROY A. KLEIN,
State Highway Engineer.

Office Engineer.

Dict. by J. W. De Souza
[redacted]
Encl.

STATEMENT OF CLASS OF OWNERSHIP OF LANDS IN THE INDIAN RESERVATION ON THE LAKE'S MILL-FORT KLAMATH SECTION, OREGON FEDERAL AID PROJECT NO. 83. STATION NUMBERS ARE NOT EXACT.

Sta. to Sta.		Stas. Fee Patent	Stas. Trust Patent	Class of Title	
1932/17.8	1916/50	15.5	- - -	Fee	Patent
1916/50	1819/50		97	Trust	"
1819/50	1804	15.5	-	Fee	"
1804	1789		15	Trust	"
1789	1774	15	-	Fee	"
1774	1742/50	-	31.5	Trust	"
1742/50	1722/50	20	-	Fee	"
1722/50	1700/50	-	22	Trust	"
1700/50	1698	2.5	-	Fee	"
1698	1685/50	-	12.5	Trust	"
1685/50	1669/50	16	-	Fee	"
1669/50	1509	-	160.5	Indian Lands	
1509	1495/50	-	13.5	Trust Patent	
1495/50	1459	36.5	-	Fee	"
1459	1439	-	20	Trust	"
1439	1432/50	6.5	-	Fee	"
1432/50	1412	-	20.5	Trust	"
1412	1389	10	10	Fee	" (Eq.1398/57.4=1395/73.5)(-)
1389	1255	-	134	Trust	"
1255	1235	20	-	Fee	"
1235	1150	-	85	Trust	"
1150	1143	7	-	Fee	"
1143	1120	-	23	Trust	"
1120	1105	15	-	Fee	"
1105	1076/50	-	28.5	Trust	"
1076/50	1069/50	7	-	Fee	"
1069/50	1033	-	36.5	Trust	"
1033	1018/50	14.5	-	Fee	"
1018/50	1004	-	14.5	Trust	"
1004	997	7	-	½ Trust & ½ Fee	
997	957/50	-	39.5	Trust	"
957/50	932/50	25	-	Fee	"
932/50	914	-	20	Trust	"(Eq.930/75.9=932/19.0) (/)
		233	783.5		
		23%	77%		

May 9, 1923.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

PR 83

Gentlemen:

Herewith we are enclosing three copies of the proposed project agreement on the Lamms Mill-PortKlamath Section, Oregon Project No. 83. These copies have been signed by the State Highway Commission.

Referring to our previous correspondence relative to the width of surfacing covered by Clause "C", we wish to advise that we do not consider it of sufficient importance to warrant the making out of new agreements. The matter was called to your attention merely in order that an appropriate mention might be made of the conditions when the copies of the agreement were returned to Washington.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeSousa
EF

Enclosure 3.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

April 18, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Enclosed are three copies of proposed project agreement for Oregon 83, Lamm's Mill-Fort Klamath section, for the signature of the State Highway Commission. This agreement has been drawn in conformity with your recent request.

The final execution of the project agreement will, as we understand, be deferred until rights-of-way over Indian Reservation lands have been granted by the Department of the Interior.

Yours very truly,

C. H. Purcell,
District Engineer.

Dic by J.W.DeSousa
AP

NOTED
R.A.K.

May 5, 1923.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR 83

Dear Sir:

Reference is made to the Lamms Mill-Fort Klamath Section Oregon Post Road Project No. 83.

For some time there has been the uncertainty regarding the proportion of Federal Aid which we will be able to secure upon this project. The Federal law provides that the government may cooperate to a maximum of one hundred per cent on highways through Indian reservations, the normal cooperation throughout the State being approximately sixty-one per cent on other projects outside of Indian reservations. A ruling which was given out by the Solicitor of the Bureau confused the matter somewhat and they just now seem to be getting the matter finally straightened out.

For your information, we are enclosing herewith a copy of a letter from the Bureau of Public Roads, outlining the latest ruling of their Solicotor.

In order that the matter may be finally straightened out, it is necessary that we know the lands throughout the reservation which have never been allotted, the lands which have been allotted by a "restricted fee patent" and the lands which have been allotted by patents without restriction. It is probable that the cumings at Lamms Mill will come under this latter class. As a further check, it would seem desirable for us to know the lands which are upon the tax rolls of the County and upon which taxes are paid.

For these purposes we are sending you, under separate cover, a 400 foot detail map of the Lamms Mill-Fort Klamath Section. Kindly note thereon the various classifications of the land which the locations traverse and return to us as soon as possible.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer .

Dic by J.W.DeSousa
AP

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

May 3, 1923.

RECEIVED
MAY 5 1923
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Oregon 83, Lamm's Mill-Fort Klamath

We have a copy of a recent ruling from the Solicitor to the effect that so-called "restricted fee patent" whereby the Indian ~~Mine-~~ receives what is called a "patent" and yet cannot alienate, lease or encumber the land for twenty-five years, or until such restrictions are removed, are not "patents" in the accepted meaning of that term, and such land would not be "patented" to the Indian in the sense in which that word was used in the opinion of February 20.

Under this ruling Federal aid up to 100% may be approved for highway over land upon which such restricted title was issued until the restrictions are removed. Where the land is deeded in fee and without restrictions, or where restrictions have been removed, the maximum Federal aid would be 61% plus as on other projects.

This ruling may make it possible to secure an increase in Federal aid on Oregon 83, provided, as we surmise, the patents to the Indians are of the "restricted" type.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

April 25th, 1925.

PR - 85

Gentlemen:

We are today in receipt of your letter of the 18th inst., transmitting three copies of proposed project agreement for the Lamma Mill-Fort Klamath Section, Oregon Project #85. In looking over the statement, we notice that clause "G" provides for the construction of a wider surfacing before any increase will be allowed in the mileage of the seven per cent system.

On February 10th, we wrote you advising that it was our desire to increase the surfacing to a top width of fourteen feet and a bottom width of eighteen feet, and requested your approval and cooperation on the additional quantities involved. This approval was given in a letter from you under date of February 13th, and the estimate as basis for project agreement sent you on March 13th, embodied these increased quantities. It would, therefore, appear that clause "G" should be stricken from the project agreement when the signed copies are returned to you.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

Office Engineer.

Dict. by J. W. De Sousa

ER

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

#43

POST OFFICE BUILDING,
PORTLAND, OREG.

April 28, 1923.

RECEIVED
MAY 1 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Oregon 83, Lamme Mill-Fort Klamath, The Dalles-California Highway.

The Clause "C" referred to in your letter of April 26, is surplusage and should not have been written into the Project Agreement in view of the revised cross section submitted by you, and forwarded from this office with recommendation for approval on March 22, which shows that the increased width has already been provided for. We have no authority to revise or rewrite Project Agreements sent to us for execution, and did not return it for revision on account of delay and the fact that the clause had already been complied with, and is, therefore, inoperative.

If you wish to have this clause eliminated, please return the copies of the Project Agreement unsigned, and we will ask that they be rewritten.

Very truly yours,

C. H. Purcell

District Engineer.

Mr. Fred A. Baker, Superintendent
Klamath Indian Reservation,
Klamath, Oregon.

April 28th, 1923.

Dear Sir:

Herewith we are enclosing two copies of a tracing showing the location of The Dalles-California Highway between Barclay Springs and Lemma Hill in the Klamath Indian Reservation. This is for the purpose of fulfilling the requirements of the Department of the Interior relative to the granting of rights-of-way for public roads over Indian lands.

Very truly yours,
ROY A. KLEIN,
State Highway Engineer

by

Office Engineer.

Dict. by Mr. J. W. De Sousa:EH

Encs.

CC to Mr. C. I. Stebbins, Klamath Falls, Oregon.

18-2
PRE 4 3

April 27th, 1923.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of April 9th, requesting maps of The Dalles-California Highway through the Klamath Indian Reservation for use in checking up ownership of the Indian allotments.

Under separate cover, we are today sending you a blue print of the 400' scale construction map between Klamath Falls and Lamms Mill. This will cover the Barclay Springs-Lamms Mill Section, and our records indicate that the original 100' maps and profiles on the Lamms Mill-Fort Klamath Section were sent to you on August 1, 1922. The section between Fort Klamath and Sand Creek is a Forest Road project, and the Bureau of Public Roads has all the maps on this section. We are taking the matter up with them, and are requesting the preparation of the necessary tracings. Until these are received, we have no maps available which we could send you for use in connection with the allotments.

Your letter was being held on account of consideration of the other matters involved, and we regret that your request for these maps has been overlooked for so long.

Sometime ago, we sent two tracings of the Lamms Mill-Fort Klamath Section to Superintendent Baker, and we sent you a carbon copy of our letter transmitting them. We are now working on the tracings for the section between Barclay Springs and Lamms Mill. Unless you advise us to the contrary, these will be forwarded direct to Superintendent Baker also.

Yours very truly,

ROY A. KLEIN,
State Highway Engineer

By

Office Engineer.

SHP:ER

April 24, 1923.

Mr. C. I. Stobbins,
Resident Engineer,
Klamath Falls, Oregon.

PR #83

Dear Sir:

As we have no further use for the platted cross-sections for the Lamm Mill-Fort Klamath Section, we are today sending same to you by express.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

REFERRED TO
S H P.
BY R. A. K.

POST OFFICE BUILDING,
PORTLAND, OREG.

April 11, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
APR 13 1923

Dear Sir:

Reference is made to your letter of April 11, regarding Oregon 83 (Lamm's Mill-Fort Klamath Section).

Your request for reduction to 61% has gone forward with a letter advising that you question the Solicitor's Ruling, and that you may later file a request for increase to 100%.

This would, we believe, be the proper procedure if you desire to make a further effort to secure the benefits of the provision of the Act authorizing increased participation within Indian Reservations. This request for increase can be made any time after the agreement is executed, and a request for revision would, we believe, be better than submitting a voucher for 100% because the voucher could not be passed for a larger amount than that allotted to the project under the agreement.

Very truly yours,

C. H. Purcell

District Engineer.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

April 11th, 1928.

B.R #83

Dear Sir:

Receipt is acknowledged of your letter of the 3rd, inst., relative to tracings of the Lamms Mill-Fort Klamath Section, Oregon Project #83.

We are unable to find any record showing that these tracings have ever been made up in this office. You will recall that we wrote to you last fall, and you advised that it was your impression that these tracings had been submitted by Mr. Bishop. Further than this, there is no information of record in this office.

However, we are now having two tracings made, and these will be forwarded to Superintendent Baker as soon as they are completed.

Yours very truly,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

Dict. by J. W. De Souza

EE

Klamath Falls, Ore.,
Apr. 7, 1923.

RECEIVED
APR 6 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

NOTED
R.A.K.

Attention of Mr. S. H. Probert.

Dear Sir:-

In connection with the securing of right-of-ways for the Dalles-California Highway across the Klamath Indian Reservation in Klamath County, it will be necessary to furnish to the Department of the Interior, two tracings showing the location of said highway which together with other records will be forwarded to Washington, D. C. by Supt. Baker promising an early release of all right-of-ways by the Indian Department.

It was my understanding that these tracings had been furnished by Mr. Bishop's office a year ago but no record of same can be found at the Agency office. There is no special scale mentioned under this department rule but they must be tracings and same to be certified by the Highway Department.

Very respectfully,

G. I. Stebbins,
Res. Eng'r.

GIS/RW

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

April 11th, 1928.
PR - 83

Gentlemen:

Receipt is acknowledged of your letter of the 7th, inst., relative to percentage of Federal cooperation on Lemma Mill-Fort Klamath Section, Oregon Project #83.

We have noted carefully your suggestions regarding sectionalizing the project under three classifications, but it appears to us that this might run into very deep complications, and our present opinion is that we would prefer to reduce the project to a basis of cooperation of sixty-one per cent plus, if there is no possibility of securing the full one-hundred per cent.

Our last letter made a formal request that the Federal Aid be reduced to the ordinary permissible cooperation, and we would prefer to let this status remain undisturbed for the present.

We still desire the full one-hundred per cent of Federal cooperation, and are inclined to believe that it might be advisable to get this matter to the Comptroller of the Treasurery in order that a final and definite ruling may be secured. With this in view, we will submit our first voucher for a requested cooperation of one hundred per cent as outlined in our letter of the 7th, inst., if we do not receive any prior advices from you which would make this action inadvisable.

Yours very truly,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

Dict. by J. W. De Souza

ER

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

April 7, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have your letter of April 7, regarding Oregon 83, Lamm's Mill- Ft. Klamath Section:

On March 12, we received a ruling from the Solicitor covering a number of questions which had been raised on Indian projects. A copy of the decision is enclosed for your information. The section regarding Montana 194 appears to be equally applicable to Oregon 83, and it now appears that 100% Federal aid cannot be approved on this project. Under this decision it would appear that the maximum amount of Federal aid would be obtained by sectionalizing the projects under three classifications: The portion entirely upon non-deeded Indian land would be eligible for 100%, the section entirely upon deeded land would be eligible for 61% plus, and the section lying between Indian lands and deeded land would apparently be eligible for about 80% (half at 100% and half at 61%).

Please let us hear from you in regard to this matter.

Very truly yours,

C. H. Purcell

District Engineer.

Enclosure

COPY

Office of the Solicitor
Washington, D.C.

February 20, 1923.

Mr. Thos. H. MacDonald,
Chief, Bureau of Public Roads,

Dear Mr. MacDonald:

Consideration has been given to your memorandum of January 27, submitting for an opinion a number of questions involving the application of the Comptroller General's decision of May 27, 1922, relative to the expenditure of the various States' Federal aid allotments in projects within Indian reservations pursuant to the provisions of the second paragraph of Section 3 of the Federal Highway Act. I will take up the questions in the order set forth in your memorandum.

(1) The State Highway Commission of Montana contends that Federal aid to the extent of 100 per cent should be allowed on projects crossing a tract of land within the exterior boundaries of an Indian reservation, where such land has been opened to entry and settled upon, so long as final certificate has not been issued. The contention is based on a decision of the United States Supreme Court, referred to, which holds that, until the issuance of such final certificate, the title is still in the United States. The answer is that this holding of the Supreme Court has no bearing on the matter. Section 3 of the Federal Highway Act deals with Indian reservation lands, not with lands in general, title to which is in the United States. The moment that provisions of the law are carried out whereby any land within an Indian reservation or otherwise is made subject to entry under the land laws of the United States, at that moment such land ceases to be "reservation" land of any kind, and Section 3 of the Federal Highway Act therefore ceases to be applicable to it. The immediate change of status of such land is in no wise dependent upon settlement or entry or the issuance of final certificate.

(2) This covers five different Federal aid projects, each involving a particular question, as follows:

Montana Project No. 193: It is stated that this project is within the exterior limits of the Fort Peck Indian Reservation and that it crosses Sec. 12, T. 33 N., R. 56 E., which is classified as unappraised mineral land and is subject to entry as such. On the facts given and for the reasons stated in connection with (1) above, namely, that the land is no longer a reservation of any kind, since it has been opened to entry, this project, in so far as it involves land

in Section 12, is not eligible to receive Federal aid up to 100 per cent of the cost thereof, but participation therein by the Government must be in accordance with Section 11 of the Federal Highway Act.

Montana Project No. 194: If the statement which is made in connection with this project is correct, namely, that it crosses certain land which has been patented to the original Indian allottee, and that this allottee has "secured title thereto", it makes no difference that the land has not been "opened to entry". The facts stated show that the land is no longer Indian reservation land, and Section 11 of the Federal Highway Act must govern the financial participation of the United States in this project, so far as it is constructed on the land in question.

Montana Project No. 191: It is stated that this project is located along the section line between Sections 35 and 36, T. 22 N., R. 20 W., and that all land in Section 35 is still a portion of the Flathead Indian Reservation, while all land in Section 36 has been opened to public entry and sold. Assuming, as the facts given seem to indicate, that the project will be one-half in Section 35 and one-half in Section 36, and applying the principles given above, Federal participation as to that portion within Section 35 may be up to 100 per cent of construction cost, and, as to that portion within Section 36, financial participation by the United States must be governed by Section 11 of the Federal Highway Act, not by Section 3.

Montana Project No. 190: It is stated that this project, located within the Blackfeet Indian Reservation, crosses the right of way of the Great Northern Railway Company, and it is presumed that the question for answer is this: Can the Government participate out of Montana's Federal aid allotment, in financing that part of the project which is upon this right of way, up to 100 per cent of construction cost? It is the general rule that lands included within an Indian reservation do not pass by a grant in aid of railroads. Congress may, and in some instances has, granted such lands subject to the Indian right of occupation, and provided for the vesting of title to such lands in the grantee after the extinguishment of the Indian title (32 Cyc., page 952). The land, therefore, which is included within the railroad right of way, is, in my opinion, still Indian reservation land, within the meaning of Section 3 of the Federal Highway Act, and the State's allotment may therefore be used to defray 100 per cent of the cost of the project to the extent that it is upon this railroad right of way.

Montana Project No. 192: (This is in three parts.)

(a) It is stated that this portion of the project is located "entirely upon the Northern Pacific right of way". For the reasons given in the discussion of project No. 190, above, it is my opinion that the State's allotment may be used to defray 100 per cent of the cost of this project in so far as it is located upon the railroad right of way, so long as such right of way is itself entirely within an Indian reservation - in this case, the Flathead Indian Reservation.

(b) It is stated that this portion of the project has its center line upon the outer edge of the Railroad right of way of the Northern Pacific Railroad Company and that the adjoining land is a portion of the Flathead Indian Reservation. Assuming, as the question seems to imply, that the railroad right of way is bounded on both sides by the Indian reservation, it would appear that the project is therefore half upon the railroad right of way and half upon the Indian reservation proper. For the reasons above given, it is therefore my opinion that the State's allotment may be used to defray 100 per cent of the cost of the project, both that portion upon the railroad right of way and that portion which is upon the Indian Reservation proper.

(c) It is stated that this portion of the project is located parallel to and upon the right of way of the Northern Pacific Railroad Company, while the adjoining land has been opened to public entry and sold. This statement does not seem to me to be quite clear, but I think that the following is what is meant: This portion of the project, for half its width and its entire length, is upon the railroad right of way, while the other, for half its width and its entire length, is upon adjoining land which has been opened to entry. Assuming that to be the state of facts, it is my opinion, in accordance with the reasoning given above, that one-half of the cost of this project involved in that half portion lying on the railroad right of way may be wholly defrayed out of the State's Federal aid allotment, as provided in Section 3 of the Federal Highway Act, and that the other half of the cost of the project involved in that portion lying on land which has been opened to entry and therefore is no longer reservation land must be financed in accordance with the provisions of Section 11 of the Federal Highway Act.

(3) This involves the two questions asked in District Engineer Purcell's letter of December 28, 1922, to Mr. Hewes, at San Francisco. The first question is as follows: "To what extent or pro rata will the Federal Government cooperate in the construction of such sections of proposed Federal aid projects located within townsites established upon Indian reservations and included within the proposed projects?" If the word "established" is to be taken in its ordinary meaning, then the townsites in question comprise land which has been segregated from the public domain by proper procedure and authority. Such townsites, therefore, are no longer reservation lands and consequently, in my opinion, financial participation by the Government in the construction of such projects will have to follow the procedure and method prescribed in Section 11 of the Federal Highway Act. The second question calls for an opinion as to the extent of Government financial participation on such portions of Federal aid projects as involve the construction of bridges over stream crossings, where the land on one side is part of an Indian reservation, while the land on the other side is not. Since the provisions of Section 3 of the Federal Highway Act are limited to highways within Indian reservations, and as the Act (Section 2) includes "bridges" within the term "highways", it would seem clear that Federal participation up to the extent of 100 per cent of the cost of such bridge must be limited to that portion of the bridge which is actually within the reservation. This determination, in turn, would be dependent on the further determination as to whether the Indian reservation extended to the center of the stream (which would be the case if the reservation, as created, was bounded by the stream named as its boundary), and Section 3 would control the expenditure made necessary by the construction of that portion of the bridge project which was, as a matter of fact and law, "within the reservation", while Section 11 would control the procedure and method of financing the cost involved in that portion of the bridge project which was outside the reservation.

(4) This question arises from a letter of January 23 from the Commissioner of Highways of Oklahoma, who raises the question whether the Chilloco Indian School Reservation in Kay County, Oklahoma, is considered an Indian reservation, evidently for the purpose of an inquiry as to Federal participation in the financing of a road project crossing such Indian school land. Assuming that this Indian school land is not itself within an Indian reservation, it is my opinion that it is not an "Indian reservation" within the ordinary meaning of that word, and that a project extending over such land could not legally be financed by the Government under the provisions of Section 3 of the Federal Highway Act, but must be so financed, if at all, under Section 11 of the Act.

(5) Under this head, you ask for an opinion as to whether Section 3 of the Federal Highway Act applies to several other kinds of land which may occur within an Indian reservation, such as school sites, State school lands, mineral lands open to entry, and reservations of different kinds, such as power and reservoir sites, coal lands, etc. It is felt, however, that not sufficient information is supplied in these cases (except possibly that of mineral lands open to entry, which, on the reasoning above given, would probably no longer be really Indian reservation land) to warrant the giving of an opinion. In the case of the reservations, the executive order or the Act making the reservation would have to be examined carefully in each case. As to school sites and State school lands, it would be necessary to find out in each case the exact status of the particular tract of land involved. I believe, therefore, that, with reference to these items, the giving of an opinion would better wait until a concrete case arises, unless you have in mind now some particular tract on which a project is proposed for building, which will involve one or more of the items specified.

Very truly yours,

(Signed) R. W. Williams
Solicitor.

April 7, 1923.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

P R 83

Gentlemen:

Reference is made to the Lamm Mill-Fort Klamath Section, Oregon Project No. 83.

It is our understanding that a recent ruling of the Solicitor for your Bureau will prevent the execution of the agreement on this project on the basis of 100 per cent cooperation by the Government. We further understand that this ruling can be reversed by the Comptroller of the Treasury, if he so desires.

On March 12, 1923 we sent you an estimate as basis for agreement, requesting federal cooperation to the total estimated cost of $154,849.75. We now request that this cooperation be changed to $94,670.07 from Government funds, the balance of $60,179.68 being assumed by the State. Upon the execution of the project agreement, we will submit a voucher requesting 100 per cent federal cooperation, and the matter can then be placed before the Comptroller of the Treasury for final ruling.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeCoum.
AP

April 5th, 1923.

PR #83

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Reference is made to the inquiry of your Mr. McKesson in regard to whether the property crossed by the Lamm's Mill-Fort Klamath Project is held by individual Indians or is still the property of the Federal Government, the impression given by this inquiry being that your Bureau is of the opinion that one hundred per cent cooperation in the construction of the project could not be given by the Federal Government in case the properties crossed have been deeded.

We are informed by County Judge Bunnell of Klamath County that much of the property crossed by the project has been deeded by the Government to Indians and other parties, but that regardless of this fact, the properties are still parts of the Indian Reservation.

As far as we are able to determine, there is nothing in any of the Federal Aid Acts which has any bearing upon the ownership of the lands within Indian Reservations, and it is our opinion that regardless of the fact that some of the property crossed by the Lamm's Mill-Fort Klamath project is privately owned, the project qualifies fully as a project within an Indian Reservation, and is eligible for one hundred per cent cooperation.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:AP

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

Form 1206

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT

B121PO KN 42 NL 487 STATE ST., SALEM, ORG

KLAMATHFALLS ORG APR 4 1923

ROY A KLEIN

STATE HIGHWAY ENGINEER SALEM ORG

LAMMS MILL FTKLAMATH PROJECT WHOLLY ON RESERVATION. LARGE PORTION OF INDIANS ARE CITIZENS. MUST DEAL WITH INDIVIDUALS FOR RIGHT OF WAY. STOP MAJORITY INDIANS AND OTHER PARTIES HAVE DEEDS TO PROPERTY CROSSED STOP LAMMS LUMBER COMPANY ARE LEGAL OWNERS OF MILL SIGHT.

JUDGE BUNNELL

1040P

Refer to SHP.
RAK

SHP:ER

enc.

Noted

Form 1217A

SERVICE DESIRED

Telegram	
Day Letter	✓
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

APRIL 3rd, 1925.

COUNTY JUDGE R. H. BUSHELL,

KLAMATH FALLS, OREGON.

FEDERAL BUREAU INQUIRES WHY RIGHT OF WAY FOR LAMES MILL FOR KLAMATH PROJECT MUST BE ACQUIRED FROM INDIVIDUAL INDIANS STOP DO INDIANS OR OTHER PARTIES HAVE DEEDS TO ANY PROPERTY CROSSED STOP HOW DOES LAMES LUMBER COMPANY CONTROL MILL SITE STOP SITUATION HAS BEARING ON PERCENTAGE OF FEDERAL AID

R. A. KLEIN

SHP:ER

enc.

Noted

REFERRED TO
C C K
BY R. A. K.

April 10th, 1923.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR#83

Dear Sir:

In an effort to get action in connection with the securing of right-of-ways for the Lamm's Mill-Fort Klamath Project across the Klamath Indian Reservation, we requested the Bureau of Public Roads to have a representative of their Washington office communicate directly with the Federal Indian office at Washington, D. C.

For your information, we are enclosing a copy of a letter received from the Bureau in regard to this matter. It is likely that negotiations will go ahead more rapidly from this time on.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

Office Engineer

SHP:HR

enc.

Noted

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

NOTED
R. A. K.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

April 9, 1923.

POST OFFICE BUILDING,
PORTLAND, OREG.

PR #83

RECEIVED
APR 10 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The Washington office advises that the Indian Office has instructed the Superintendent of the Klamath Agency to get in touch with County officials and adjust right-of-way matters on Oregon 83, Lamm's Mill-Fort Klamath section.

This will greatly assist in getting this project straightened out. Please keep in touch with the County Court and advise us as soon as right of way is obtained.

Yours very truly,

C. H. Purcell,

District Engineer.

KAK

Form 1257A

CLASS OF SERVICE DESIRED

Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 25, 1923.

PR #83

O. I. STEBBINS
KLAMATH FALLS OREGON

DAY LETTER

BUREAU PUBLIC ROADS REFUSES TO SIGN AGREEMENT FOR LAMM'S MILL PORT KLAMATH PROJECT UNTIL INDIAN DEPARTMENT OFFICIALLY RELEASES RIGHTSOWAY STOP WE UNDERSTAND THIS RELEASE IS DEPENDENT UPON COUNTY COURT COMPLETING SETTLEMENTS WITH INDIVIDUAL INDIANS STOP ADVISE FULLY BY LETTER PRESENT STATUS STOP URGE IMMEDIATE ACTION BY COUNTY COURT

Herbert Hunn

two 8 hour shifts from beginning to completion of contract which will necessitate two rock checkers and two State tank wagons for sprinkling. The two tanks would be necessary to insure continuous operation as a short delay of water delivery on double shift would put work too for behind. Pierce Arrow #258 has tank equipment and can be held here for immergency.

- - - - - - - -

Engineering:

Transitman, Rock Checker and two chainman now working on the Lamm's Mill end cross-sectioning team work, using Ford Car #44 and working out from Klamath Falls for the present.

Klamath Falls, Ore.,
Mar. 24, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. C. C. Kelley
Ass't. Eng'r.

Dear Sir:-

Following is general report on force and progress on the various projects in this section:-

- - - - - - -

18PE, Lamm's Mill-Fort Klamath Section.
K. E. Hodgman, Contractor.

Three mechanics working all week overhauling tractor and graders. Started operation today opening up stretch of grader work between Lamm's Mill and Sutton's store.

Sub-contractor's Holt and Smith started outfit of eight teams on the 22nd grading the approaches to Lewis River Bridge. Next week will see another team outfit in operation and surfacing operations should be under way by April 15th.

- - - - - - -

18PE-1, Lamm's Mill-Fort Klamath Section
Dunn and Baker, Contractor.

On the Dunn and Baker contaract, grading now under way with hand crew of ten laborers on scratch work along existing road between Fort Creek and the Klamath Agency. North from this point some snow and ice still remaining in ditches and thru timbered sections. Crew of ten laborers on clearing. This work will be practically completed by April 10th. Erection of crusher under way and promises to be in operation by the 15th of April. I have been advised by Contractors that this plant will be operated on two 8 hour shifts from beginning to completion of contract which will necessitate two rock checkers and two State tank wagons for sprinkling. The two tanks would be necessary to insure continuous operation as a short delay of water delivery on double shift would put work too for behind. Pierce Arrow #258 has tank equipment and can be held here for immergency.

- - - - - - - -

Engineering:

Transitman, Rock Checker and two chainman now working on the Lamm's Mill end cross-sectioning team work, using Ford Car #44 and working out from Klamath Falls for the present.

This arrangement, however is but temporary. Camp will be established at Klamath Falls Agency just as soon as roads are in condition to get truck thru to take tents and lumber in. This job however will hold one Ford car continuously.

- - - - - - - - - - -

18P1 Keno - Klamath Falls
Dunn and Baker, Contractors,

Work now covered by contractors force on the first five miles out from Klamath Falls. One ten team outfit started at Sta. 336 working towards Klamath Falls. Another team camp of twelve teams located about one mile out from Klamath Falls at top of hill and working towards Keno. Rock crew of twelve men drilling and shooting on Mile 11. Classification on all work opened up to date is over running considerably. I notice in summary of Mile 11 which is the section around the hill on Klamath Falls end, shows 4350 Cu. Yds. of common; 2738 Cu. Yds. of Intermediate and 3362 Cu. Yds. of solid rock. All of the side hill work is straight 100% solid and classification on this section alone will be doubled.

Again refering to the preliminary estimate, mile 10 shows 69 Cu. Yds. of solid rock. Cut at Sta. 517 amounting to 597 Cu. Yds. is at the very least 75% solid. Another cut at Sta. 493, just opened up by team outfit this week, shows ridge of ledge rock extending both ways from summit. In fact this ledge is exposed on the surface of ground at Sta. 493+50. Indications are that practically all of the summit cuts will involve intermediate and solid classification.

From an analysis of the preliminary estimate, I am inclind to think the preliminary classification was based on an examination of the existing slopes which show up as mostly common excavation but an increase in the depth of cutting on most of the summits immediately involves classification of materials. In other words, the common was previously removed in the gradirg of the old County road. I will go over this matter with you on your next trip down as our next monthly estimate will show a very considerable increase in estimated classification.

Engineering:

One transitman, three chainmen. This project will be handled out from Klamath Falls office and in conjuction with a six mile grading job on the Poe Valley Market Road.

18DD. Re-Surfacing, Algoma -Barclay Springs Section

W. D. Miller started work on this contract on March 6th on authority embodied in wire from Mr. Nunn of the same date. Using two State trucks on haul, one laborer spreading and raking assisted by Eksman acting as laborer and rock checker.

Progress has been unfavorable up to present time on account of numerous break downs and delays to trucks. Material has been running over size and plant has been shut down on three different occasions. Last shut down made today will be permanent until such time as product is satisfactory. In connection with this job, I would suggest that contract be signed as soon as possible and copy forwarded to me, as we have no information at the present time showing requirements under the contract.

- - - - - - - - - - - -

Poe Valley Market Road

Just completed a line change of two miles in extent and have prepared proposals for use of County Court. Seven Miles of grading is being advertised for letting on the 31st. Have not planned on any regular party for market road work as same is within reach of this office and can be handled by party on the Keno Section.

MAINTENANCE

Klamath Falls-California State Line 18MK & 18ML

F. W. D. #602 stationed at Merrill and working both ways. With the advent of the dry season, the heavier drags and graders are being discontinued and the lighter drags substituted. This will eliminate gradermen and cut down on maintenance expense. A small amount of labor will be required on this section, burning tumble weeds and cleaning out culverts. Most of this work will be completed during the month of March after which it will be practically a one man truck job.

Diary and Algoma Maintenance being handled by truck #603 and one assistant. Some patching to do on the Diary section between the junction of the Merrill section and Olene. Material is available in stock piles and work under way. Between Olene and Diary, traffic is light and but small amount of dragging will be required to keep this section in good condition thru out the summer. I have had one patrollman on this section cleaning out ditches and culverts. Work will be completed this week.

- - - - - - - - - - -

Klamath Falls-Modoc Point 18MJ

Between Barclay Springs and Lamm's Mill working two laborers all month cleaning slides. Have started utilizing rock

in the construction of slope walls to stop ravelling of slopes this at least a move towards a permanent inprovement. But there is apparently no improvement in the general conditions of slides which extend thru out the section. Will probably retain the one extra laborer thru the month of April after which will continue thru the summer with the one patrolman. On the Algoma section have had one laborer working all month cleaning slides. Expect to have this section cleaned by 15th of April after which it can be handled by the regular patrol truck.

Very respectfully,

G. I. Stebbins,
Res. Engineer.

GIS/RW

CLASS OF SERVICE	
Telegram	
Day Letter	✓
Night Message	
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF WESTERN UNION TELEGRAM

PR 183

APRIL 3rd, 1925.

COUNTY JUDGE R. H. BUSHELL,

KLAMATH FALLS, OREGON.

FEDERAL BUREAU IN USING ANY RIGHT OF WAY FOR LANDS WILL FORT KLAMATH PROJECT MUST BE ACQUIRED FROM INDIVIDUAL INDIANS STOP DO INDIANS OR OTHER PARTIES HAVE DEEDS TO ANY PROPERTY CROSSED STOP HOW DOES LAMBS LUMBER COMPANY CONTROL MILL SITE STOP SITUATION HAS BEARING ON PERCENTAGE OF FEDERAL AID

R. A. KLEIN

above might be of material benefit to the situation.

Very truly yours,

HERBERT NUBEN
State Highway Engineer

By

Office Engineer

SHP:ER

cms.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

March 29th, 1923.

PR #84

Gentlemen:

For your information in regard to the action being taken toward the securing of right-of-way for the Lamms Mill-Fort Klamath Federal Aid Project across the Klamath Indian Reservation, we are sending to you herewith copies of telegrams and correspondence between this office and R. H. Bunnell, County Judge of Klamath County, and our Resident Engineer, G. I. Stebbins.

As we have never been able to get any information as to the nature of the official document which the Bureau of Public Roads must have for their assurance that the rights-of-way have been properly acquired, and as we have never been able to obtain any information as to the form of deed or other transfer which we could expect to obtain from the U. S. Indian Department, we are somewhat at a loss to know how to proceed in this matter. Would it not be possible for a representative of the Bureau of Public Roads to confer with the Federal Indian Department and ascertain for us exactly what is required, and exactly what may be expected, as well as what steps should be taken by the State Highway Department and by the County Court of Klamath County to expedite the settlement of this matter? We seem to be working very much in the dark upon this matter, and it seems to us that action along the line suggested above might be of material benefit to the situation.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:ER

enc.

CLASS OF SERVICE	
Telegram	
Day Letter	
Night Message	
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF
WESTERN UNION TELEGRAM

Salem, Oregon
March 25, 1923.

G. I. STEBBINS
KLAMATH FALLS OREGON

DAY LETTER

BUREAU PUBLIC ROADS REFUSES TO SIGN AGREEMENT FOR LAKE'S MILL POINT KLAMATH PROJECT UNTIL INDIAN DEPARTMENT OFFICIALLY RELEASES RIGHTSOFWAY STOP WE UNDERSTAND THIS RELEASE IS DEPENDENT UPON COUNTY COURT COMPLETING SETTLEMENTS WITH INDIVIDUAL INDIANS STOP ADVISE FULLY BY LETTER PRESENT STATUS STOP URGE IMMEDIATE ACTION BY COUNTY COURT

Herbert Hunt

G. I. Stebbins,
Res. Eng'r.

GI3/RW

Form 1206

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 487 STATE ST., SALEM, ORG

B102PD XA 43 NL 2 EXTRA

KLAMATHFALLS ORG MAR 24 1923

HERBERT NUNN
89
STATE HIGHWAY ENGINEER SALEM ORG

THE MAJORITY OF INDIANS HAVE BEEN PAID FOR RIGHTS OF WAY UPON APPROVAL OF FORMER INDIAN AGENT WALTER G WEST THE COUNTY COURT STAND READY TO PAY ANY OTHER CLAIM WHICH MAY BE ESTABLISHED AND APPROVED BY THE PRESENT INDIAN AGENT

R H BUNNELL COUNTY JUDGE

803P

Very respectfully,

G. I. Stebbins,
Res. Eng'r.

GI3/RW

Klamath Falls, Ore.,
Mar. 26, 1923.

RECEIVED
MAR 29 1923
OREGON

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

In reply to your wire of March 23rd. in regard to rights-of-ways thru Klamath Indian reservation, County Court advises that they stand ready and willing to meet all payments to individual Indians just as fast as claims are approved and presented by the Indian Agent.

The change of administration head at the Klamath Agency early last fall, caused a temporary halt in the right-of-way proceedings. Mr, Baker, who is present head of the department at Klamath Agency, is in Washington, D. C. for conference on this and other matters. Judge Bunnell has wired him advising of hitch in our proceedings and urging immediate action. I will advise you further on Mr. Baker's return about end of present week.

Very respectfully,

G. I. Stebbins,
Res. Eng'r.

GIS/RW

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

March 24, 1923.

RECEIVED
MAR 27 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are returning herewith intermediate voucher submitted by you for Oregon 53 (Lamm's Mill-Fort Klamath section).

We advised you several days ago that the execution of the project agreement was being held up pending a showing that the right of way had been obtained from the Indian Office. As it may be some time before this feature is cleared up, we are returning the voucher. Please advise us regarding right of way as soon as possible.

Yours very truly,

C. H. Purcell,
District Engineer.

$19,572.43
Chg. Cancelled Lamm 3/28

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. 85

LAKES MILL-PORT KLAMATH SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for modified agreement. Based on contract prices)

19.04 miles of grading and surfacing

Salem, Oregon, March 18,25.

Unit 1 - 9.57 miles Sta. 914 to 1422+08.6

All Required	Clearing and Grubbing			$ 3,700.00
44,000	Cu. Yds. Common Excavation		.28	12,320.00
250	Cu. Yds. Intermediate Excavation		.75	187.50
250	Cu. Yds. Solid Rock Excavation		2.00	500.00
16,000	Sta. Yds. Overhaul		.05	800.00
1,560	Lin. Ft. 12" Plain Concrete Pipe		1.60	2,496.00
360	Lin. Ft. 18" Reinf.	" "	3.50	1,260.00
230	Lin. Ft. 24" "	" "	4.50	1,035.00
40	Lin. Ft. 36" "	" "	8.00	320.00
30	Lin. Ft. 48" "	" "	12.00	360.00
55	Cu. Yds. Class "C" Concrete		25.00	1,375.00
200	Lin. Ft. Wood Guard Fence		.80	160.00
5	M-FBM Lumber and Timber		55.00	275.00
21,000	Cu. Yds. Gravel Surfacing		1.40	29,400.00
				54,188.50

Unit 2 - 9.47 miles Sta. 1422+75 to 1932+17.8

All Required	Clearing and Grubbing			$ 13,500.00
45,200	Cu. Yds. Common Excavation		.25	11,250.00
500	Cu. Yds. Intermediate Excavation		.90	450.00
1,000	Cu. Yds. Solid Rock Excavation		1.25	1,250.00
11,000	Sta. " Overhaul		.05	550.00
1,250	Lin. Ft. 12" Plain Concrete Pipe		1.64	2,050.00
260	Lin. Ft. 18" Reinf. Concrete Pipe		3.15	819.00
320	Lin. Ft. 24" Reinf.	" "	4.20	1,344.00
50	Lin. Ft. 36" "	" "	7.50	375.00
110	Cu. Yds. Class "A" Concrete		29.40	3,234.00
48	Cu. Yds. Class "C" Concrete		27.00	1,296.00
11,000	Lbs. Metal Reinforcement		.10	1,100.00
17	M-FBM Lumber and Timber		76.00	1,292.00
270	Lin. Ft. Timber Piling		1.60	432.00
21,000	Cu. Yds. Broken Stone Surfacing		2.25	47,250.00
2,000	" " Filler		.25	500.00
				96,594.00
			Sub-total	140,772.50
			10% Engr. & Cont.	14,077.25
				$ 154,849.75

Cost per mile $8,132.86

Federal Aid Requested $154,849.75

14-V

A3

February 20, 1923

Mr. Fred A. Baker, Superintendent,
United States Indian Field Service,
Klamath Agency, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of November 16, 1922, relative to state highway construction in Klamath County, having particular reference to the Klamath Falls-Lakeview Highway.

I have deferred answering your letter for the reason that the location of the section east of Dairy has been under consideration for some time, and I had hoped to give you definite information when I answered your letter. For your information I am enclosing a sketch map which shows the alternate routes and the distances proposed.

Referring to that part of your letter which relates to the suggestion of Mr. Merritt, please be advised that Federal Aid funds are available to the State only on the Federal Aid Highway System, which is more or less interstate in character and does not, in this State, include all the roads of the State Highway System. It so happens that the Klamath Falls-Lakeview Highway is not included on the State Highway System and therefore it not eligible for Federal Aid.

I might further add that no road which is not on the State Highway System can become part of the Federal Aid System, therefore it would be impossible to secure Federal Aid under the Post Road Act for the connection which you propose between Klamath Agency and the intersection with the Klamath Falls-Lakeview Highway on the Sprague River.

Very truly yours,

Secretary.

HAK:EM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

February 13, 1923.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
FEB 15 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Receipt is acknowledged of your letter of February 10th advising that you desire to make a two-ft. increase in the width of surfacing on Oregon Project 83, Lamm's Mill-Fort Klamath section.

This change is agreeable to this office. The additional quantities may be included in a revised estimate which should be accompanied by a revised typical section.

Yours very truly,

C. H. Purcell,
District Engineer.

lsf.

Mr. C. H. Purcell,
District Engineer,
The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

February 10, 1923.

PR #83

Dear Sir:

It is the desire of the State Highway Commission to increase by two feet the width of the surfacing to be constructed on the Lamms Mill-Fort Klamath Section. (Federal aid project #65).

This increase in width will give us a surfacing with a top width of fourteen feet, and a bottom width of eighteen feet. The matter has been discussed with the contractors, and it is agreeable with them to place the extra quantities required at the unit prices bid for the narrower surfacing.

Please advise us as to whether or not this increase in width meets with your approval, and whether or not we may incorporate the additional quantities in the project agreement estimate.

Very truly yours,

HERBERT MUNN
State Highway Engineer

Per

Office Engineer

HM:ER

GPO 2A 19344-7500-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. BARRATT, HEPPNER
} COMMISSIONERS

R[illegible]. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.

Feb. 6, 1923.

PR #83

Mr. Herbert Nunn,

State Highway Engineer,

Salem, Ore.

Attention - Mr. C. C. Kelly, Asst. Eng.

Dear Sir:-

I am attaching herewith for your file letters from Dunn & Baker Inc. and K. E. Hodgman, Contractors, on the Lamm's Mill- Port Klamath Section of the Dalles-California Highway in Klamath County, in which both firms agree to place the additional macadam yardage authorized by the Commission due to change in width of section and accept payment based on the unit prices bid on their respective contracts on the above highway.

Very respectfully,

R. E.

Dilworth contracts.

RECEIVED
FEB 9 1923
OREGON
STATE HIGHWAY COMMISSION

January 25, 1923

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

Dear Sir:

Please be advised that at the December 13th meeting of the Highway Commission authority for increasing the width of roadway from 14 to 16 feet on the Lamm's Mill-Fort Klamath Section was granted.

Please obtain from your contractors on this project a letter indicating that they will place the additional yardage involved without out any increased cost above their contract price.

Very truly yours,

ROBERT BURN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

FORM 2A 19344-7800-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. S. YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PR# 83

Klamath Falls Oregon.
Jan 20 1923.

RECEIVED
JAN 24 1923
STATE HIGHWAY COMMISSION

Mr Herbert Nunn,
State Highway Engineer,
Salem Oregon.

Attention Mr S.H.Probert Office Engineer.

Dear Sir:-

Replying to your letter of Jan 8th pretaining to the temporary grade crossing at Lamms Mill on the Lamms Mill- Fort Klamath Section of the Dalles-California Highway, Job 18 PE unit # 1.

I am returning herewith three blue print sketches on which I have indicated in black ink the temporary line as now located and under construction.

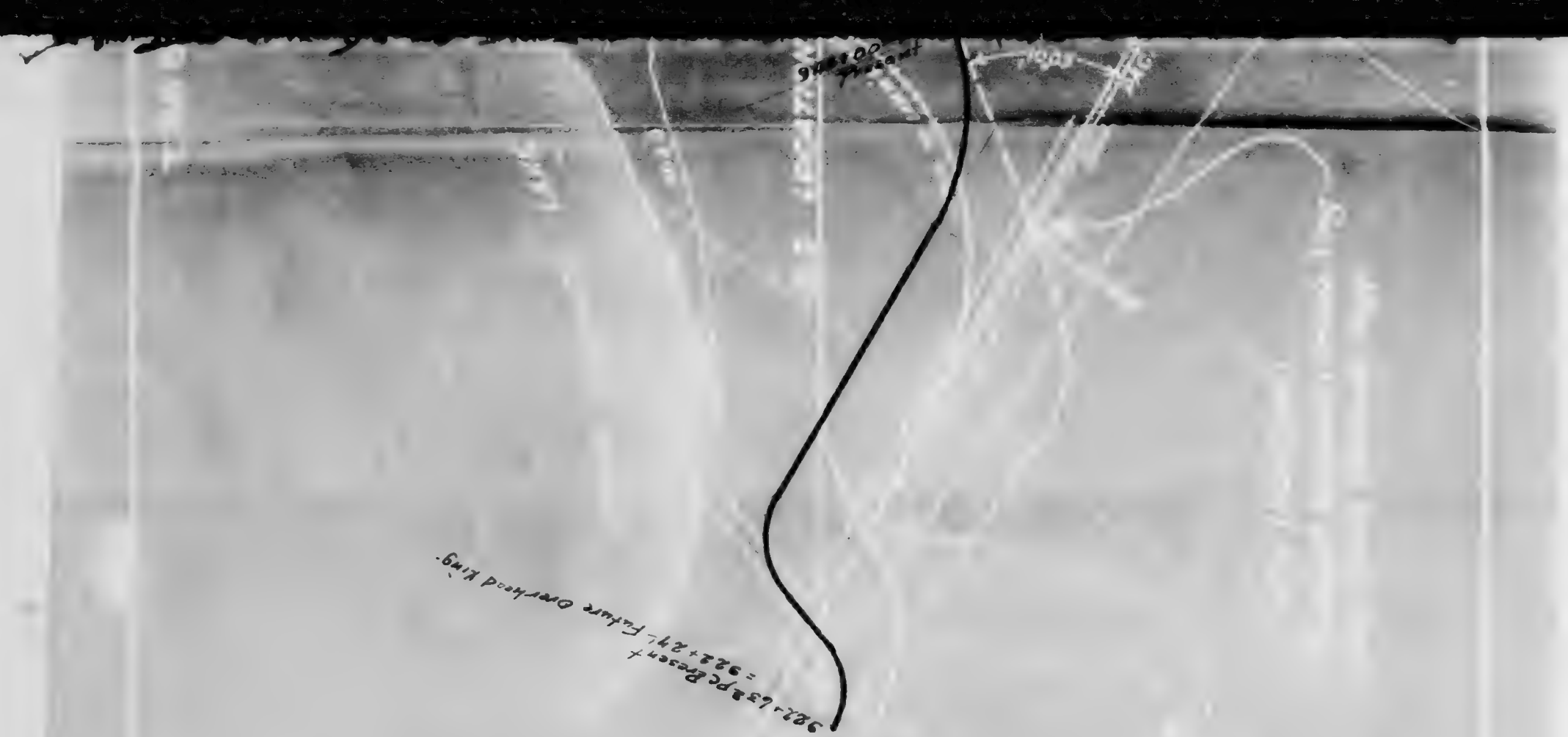
Refering to last estimate submitted on this unit, Est #2, under date of Dec 10- Item #2 is partly on this temporary grade crossing and partly on the permanent line. This will be shown separate on all future estimates as requested in your letter.

You will note that the temporary line connects up direct with the future alignment for the overhead crossing using a 32° curve and with a short stretch of 6% grade. Both grade and alignment being in excess of State Highway Standards. The curve however is open sight and I have followed out your general plan as closely as possible to hold down the cost of the temporary work.

Very Respectfully

G.I.Stebbins R.E.

GIS/WRC


3212 13 PC Present
= 322+24 Future Overhead Wing.

943+00± PT
Present

943+00± POT
Future Eng.

January 10, 1925

Mr. S. H. King,
Box 306,
Fort Klamath, Oregon.

Dear Sir:

In reply to yours of January 11th relative to your claim against C. J. Seymour whom you state has a sub-contract from the Hill Construction Company, on that section of The Dalles-California Highway north of Fort Klamath, beg to advise that this is not a state highway contract but a Government contract and inquiry regarding the same should be made of the United States Bureau of Public Roads who have an office in the new Postoffice Building, Portland, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:EM

January 18, 1928.

Mr. K. E. Hodgman,

Medford, Oregon.

Dear Sir:

Please attach the enclosed copy of a resolution signed by the County Court of Klamath County to your copy of contract No. 598, covering 9.6 miles of grading and rock surfacing on Unit No. 1 of the Lamm's Mill-Fort Klamath Section of the Dalles-California Highway.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

HI

- 4 -

8-31

January 12, 1925.

Dunn & Baker,

Klamath Falls, Oregon.

Gentlemen:

Please attach the enclosed copy of resolution signed by the County Court of Klamath County to your copy of contract No. 599, covering grading and rock surfacing of Unit No. 2 of the Lamm's Hill-Fort Klamath Section of the Dalles-California Highway.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

HI

Fort Klamath Oregon

Jan 11th 1923

State Highway Commission

RECEIVED
JAN 19 1923
OREGON
STATE HIGHWAY COMMISSION

Dear Sirs

Can you tell me what I can do to get my money from E J. Seymore he took a Sub Contract from the "Hall Construction Co- too do some work on the Highway that goes from "Old Fort Klamath" too Bend and he was at work at head of Wood River - and bought 6 hens from me for Thanksgiving $6.00 also 62 lbs of Wood at $2.00 per lbs $124.00 making $130.00 due me he left here in Dec- and never mentioned any thing about the Bill too me- Dec 5th and to came no money - and now Jan 10- and No money - will you tell me what I would have too do too get the money if he owed every one in the Town I think - Respectfully

Fort Klamath Mrs S. Ella King
Box 306 — Oregon E. Ella King

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

January 9, 1923.

RECEIVED
JAN 12 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith three copies of the proposed project agreement for Oregon 83, (Lamm's Mill-Fort Klamath section of The Dalles-California Highway), for the signature of the State Highway Commission.

Yours very truly,
C. H. PURCELL, District Engineer,

By E. J. McKesson
Acting

Ck 1107
Dept Rtd 1-26-23

January 8th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

PR#83

Dear Sir:

This is to advise you of our approval of the plan outlined in your letter of December 22nd for the handling of the railway crossing at Lamms Mill on Federal Aid Project No. 83.

Please advise us if this arrangement calls for any revision of estimates or for any formal action by the State Highway Commission.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

SHP:AP

January 8th, 1922.

Mr. G. L. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR#83

Dear Sir:

This is to inform you that the Bureau of Public Roads has agreed to permit construction on the temporary line, using the old grade crossing at Lamms Mill, this applying to the Lamms Mill-Fort Klamath Federal Aid Project. The Federal Government will not, however, cooperate in the cost of constructing this temporary section of highway, and in order that we may be in a position to properly prepare our vouchers against the Federal Government, it will be necessary that your monthly and final estimates be prepared in such manner that the items pertaining to this temporary section can be readily identified. You will therefore please carry the items pertaining to this section separate from the items pertaining to work upon the permanent portions of the project, grouping these items together so that they may be easily separated and totaled.

In establishing the alignment to be followed immediately south of the grade crossing, we would suggest that this be so established as to provide the most satisfactory grade line for the project when it is finally completed, with the proposed overhead crossing. This may not give the most suitable grade line for the temporary grade crossing, but we believe this to be a secondary consideration.

As soon as your location has been definitely fixed at this point, we would be pleased to have you advise us as to the stations at which the temporary construction begins and ends, giving all necessary equations between the temporary line and the permanent or overhead crossing line.

We are enclosing herewith a blue print map upon which we have sketched in pencil the approximate location of the proposed temporary connection. We understand that you have already more or less definitely fixed this location.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

SHP:AP

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

March 13th, 1923.

PR - 63

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for modified agreement on the Lamma Hill-Fort Klamath Section, Oregon Project #85.

This estimate is based upon the increased width of surfacing as approved in your letter of recent date, and is accompanied by four copies of a revised typical surfacing section.

Very truly yours,

HERBERT NUNN
State Highway Engineer

Per

Office Engineer

Dict. by J. W. DeSouza

ER

enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

December 22, 1922.

RECEIVED
DEC 25 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is in answer to your letter of December 18, regarding alignment in the vicinity of Lamm's Mill on Oregon 53.

We do not desire to insist upon any unreasonable requirements, and in view of the difficulties as to rights of way interferences with railroad operations, we are willing to approve the temporary location as indicated in red on the sketch map which you sent us, the permanent location to include an overcrossing at Station 936+75.1.

It has not been the Bureau's practice to cooperate in the construction of roads on temporary location, and the section shown in red will, therefore, have to be excluded from Federal participation.

In order to secure the approval of this plan, it will be necessary for the State to agree to construct an overcrossing at Station 936+75.1, with or without Federal aid, when in the opinion of the Secretary of Agriculture such overcrossing is required by reason of increase in traffic upon either the railroad or the highway.

Please advise us at an early date whether the adjustment of the matter as proposed above is satisfactory to you.

Very truly yours,

C. H. PURCELL, District Engineer,

By [signature]
Acting.

How shall we carry matter accordingly

ANSWERED
S. H. Probert

December 18, 1922

Bureau of Public Roads,
Portland, Oregon.

Attention Mr. McKesson.

Gentlemen:

Referring to your favor of December 4th and our recent conversation regarding alignment in the vicinity of Lamm's Mill on Federal Aid Project No. 83, will say that we have considered the alignment shown in yellow on the attached sketch suggested by yourselves and advise as follows:

The overhead alignment that you suggest is inferior to the one labeled "new location" inasmuch as it has two additional curves.

Both overhead and grade crossing alignment, as shown in yellow, cuts through valuable mill property that is now in the process of development, there being plans afoot for the construction of an additional industrial track parallel to the one now in place and also a mill yard on the space occupied by this right of way. This would involve right of way condemnation proceedings with the resulting expense and delay.

The railroad people, through Mr. Fitzgerald, Superintendent, Dunsmuir, California, strenuously objects to a crossing at such a small angle with the track, citing the hazard of cars skidding on the rails.

The railroad people approve the "new location" for a future overhead proposition but oppose this alignment for a grade crossing. Their contention is that it would interfer with the operation of trains and would be hazardous on account of trains obstructing the sight to the crossing.

Another objection to this alignment as a grade crossing would be the inferior grade approach to the crossing from the east as may be seen from contour maps which are being sent you under separate cover.

We therefore consider the alignment shown in red to be the best temporary alignment, pending construction of the overhead crossing at a future date.

However, should your bureau not approve this then we suggest making application to the Public Service Commission for a grade crossing at station 936 plus 76.1 (new location) but we think the railroad people will strenuously oppose this and that they will be able to make a strong showing against this proposition.

Please return the maps when they have served their purpose.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CDK:LH

Ex Dft
118

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

December 4, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Your letter of December 2 regarding railroad crossing on Oregon 53 (Lamm's Mill section) received. The location now proposed and shown in red on the sketch involves three curves and considerable extra length. If a crossing cannot be had at Station 936 plus 51 we suggest the advisability of changing the location to that shown in yellow on your blue print which is returned herewith. The dotted line indicates the temporary route with a grade crossing at "A" and the solid yellow line the final location with overhead at "B". The location we are proposing will have less length and curvature.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

RECEIVED
DEC 5 1922
OREGON
STATE HIGHWAY COMMISSION

Kelley
If this is approved the matter should be taken up with Bureau of Pub. Roads.
GFR
EKP

HERBERT NUNN
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.
Nov.23, 1922

RECEIVED
NOV 27 1922
OREGON
STATE HIGHWAY COMMISSION

er

ATTENTION OF C.C. KELLEY
ASST. ENGINEER

Replying to your letter of the 9th in regard to temporary location of the Dalles-California Highway in the vicinity of Lamm's Mill, I am attaching herewith sketch on which I have indicated in red the proposed line as approved by Mr Lamm and recommended by Mr Fitzgeraldés Engineer.

It is also a cheaper route and shorter line to construct than around the present road and does not conflict with the proposed future overhead crossing. Would like to have your approval of same as Mr Hodgman is anxious to get grading under way.

Very respectfully

G.I. Stebbins

R.E.

GIS/WD

[redacted] CHAIRMAN
[redacted] PORTLAND
[redacted] PRATT, HEPPNER
COMMISSIONERS

[redacted] KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.
Nov.23, 1922

RECEIVED
NOV 27 1922
OREGON
STATE HIGHWAY COMMISSION

Mr Herbert Nunn
State Highway Engineer

Salem, Ore.

ATTENTION OF C.C. KELLEY
ASST. ENGINEER

Dear Sir;

Replying to your letter of the 9th in regard to temporary location of the Dalles-California Highway in the vicinity of Lamm's Mill, I am attaching herewith sketch on which I have indicated in red the proposed line as approved by Mr Lamm and recommended by Mr Fitzgeralds Engineer.

It is also a cheaper route and shorter line to construct than around the present road and does not conflict with the proposed future overhead crossing. Would like to have your approval of same as Mr Hodgman is anxious to get grading under way.

Very respectfully

G.I. Stebbins

R.E.

GIS/WD

Form 2103

STANDARD
1-22-100,000

SOUTHERN PACIFIC LINES

OFFICE OF
J. W. FITZGERALD,
SUPERINTENDENT.

RECEIVED
NOV 24 1922
C
STATE

IN REPLY PLEASE REFER TO
NO. 323-1
DUNSMUIR, CALIF.

Nov. 21, 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:

Mr. Lamm of the Lamm Lumber Company at Modoc Point raised an objection to the continuance of the present road as a temporary location for the highway through his property at Modoc Point on the grounds that this continuity would materially interfere with the development of his plamt and that in the spring he contemplates certain improvements an d until the location of the highway has finally been determined he could not plan any improvements.

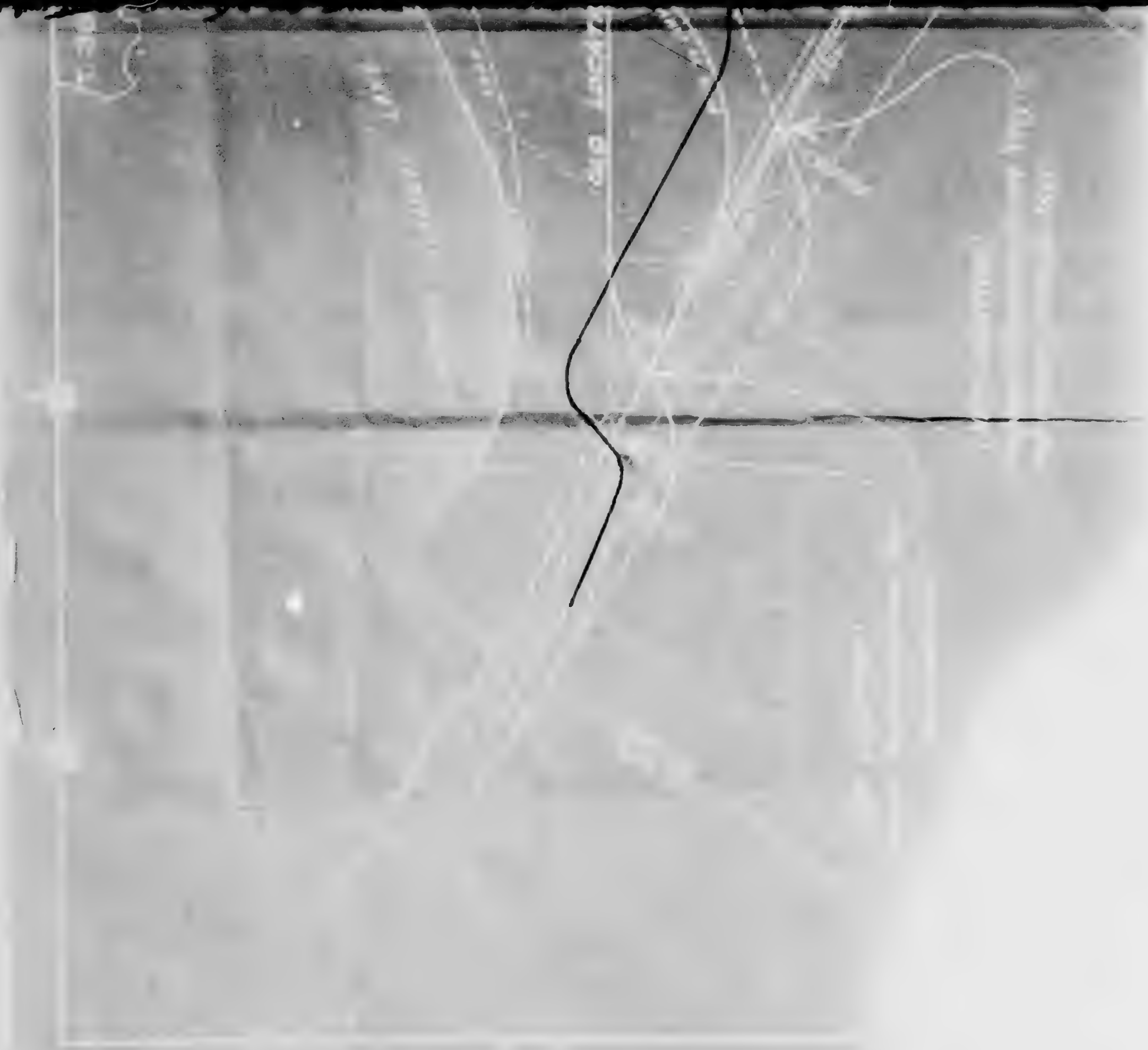
Am attaching a blue print on which we have sketched a location that is agreeable to your Resident Engineer and is satisfactory to Mr. Lamm. This location in no way interferes with our operation and the only point we are interested in; the crossing of the spur track serving Mr. Lamm, the location at which the proposed highway would cross this spur track is entirely satisfactory to us.

Yours truly,

J. W. Fitzgerald

CC G I Stebbins,
Resident Engineer,
Oregon State Highway Commission,
Klamath Falls.

Lamm Lumber Co.,
Modoc Point, Ore.



November 23, 1922.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR - 85

Gentlemen:

Herewith we are enclosing five (5) copies of letter which was sent to prospective bidders relative to Culvert pipe on the Lamm's Mill-Fort Klamath Section, Oregon project #85.

We are also enclosing six (6) corrected copies of estimate as a basis for project agreement. We trust that these will be satisfactory.

The matter of the bridge plans which you requested has been referred to the Bridge Department and will be handled by them direct.

Very truly yours,

[redacted]
State Highway Engineer

By

Office Engineer.

Dict. by J. W. De Sousa

ER

cmc

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 63

LAKE MILL-FORT KLAMATH SECTION OF THE DALLES-CALIFORNIA HIGHWAY

IN KLAMATH COUNTY

(Estimate as basis for Project Agreement. Based on Contract Prices.)

19.04 Miles of Grading and Surfacing Salem, Oregon

Unit 1 - 9.57 Miles.

All Required		Clearing and Grubbing		$ 3,700.00
44,000	cu.yds	Common Excavation	.28	12,320.00
250	cu.yds	Intermediate Excavation	.75	187.50
250	cu.yds	Solid Rock Excavation	2.00	500.00
16,000	Sta.yds	Overhaul	.05	800.00
1,560	lin.ft.	12" Plain Concrete Pipe	1.60	2,496.00
360	lin.ft.	18" Reinf. " "	3.50	1,260.00
230	lin.ft.	24" " " "	4.50	1,035.00
40	lin.ft.	36" " " "	8.00	320.00
30	lin.ft.	48" " " "	12.00	360.00
55	cu.yds	Class "C" Concrete	25.00	1,375.00
200	lin.ft.	Wood Guard Fence	.80	160.00
5	M-FBM	Lumber and Timber	55.00	275.00
18,500	cu.yds	Gravel Surfacing	1.40	25,900.00

Unit 2 - 9.47 Miles:

All Required		Clearing and Grubbing		$ 13,500.00
45,000	cu.yds	Common Excavation	.25	11,250.00
500	cu.yds	Intermediate Excavation	.90	450.00
1,000	cu.yds	Solid Rock Excavation	1.25	1,250.00
11,000	Sta.yds	Overhaul	.05	550.00
1,250	lin.ft.	12" Plain Concrete Pipe	1.64	2,050.00
260	lin.ft.	18" Reinf. Concrete Pipe	3.15	819.00
330	lin.ft.	24" Reinf. " "	4.20	1,386.00
30	lin.ft.	36" " " "	7.50	225.00
110	cu.yds	Class "A" Concrete	29.40	3,234.00
48	cu.yds	Class "C" Concrete	27.00	1,296.00
11,000	lbs	Metal Reinforcement	.10	1,100.00
17	M-FBM	Lumber and Timber	76.00	1,292.00
270	lin.ft.	Timber Piling	1.60	432.00

$ 168.50

18,500	cu.yds	Broken Stone Surfacing	2.25	41,625.00
2,000	cu.yds	Filler	.25	500.00
		Sub-total		$42,125.00
		10% Engr. & Cont.		13,164.75
		Total		144,812.25

809 v 9

Cost per Mile $ 7,605.68

Federal Aid Requested $ 144,812.25

PR 43

November 10, 1922

Union Oil Company,
Front & Y Streets,
Sacramento, California.

Gentlemen:

In response to your inquiry of November 6th relative to Dunn & Baker, would say that this company has a state highway contract in the vicinity of Klamath Falls, the particular project being designated as Unit No. 2, Lamm's Mill-Fort Klamath Section of The Dalles-California Highway, and consists of 9.47 miles of grading and surfacing.

This contract is our No. 599 and was awarded on October 5th 1922. The estimated total of the contract is $85,000. The time limit is September 30, 1923.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:EM

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

FRONT AND Y STREETS.
Sacramento, Cal. November 6, 1922

State of Oregon
Highway Commission,
Salem, Oregon.

Re: Dunn & Baker,
147 East 47th Street,
Portland, Oregon.

Gentlemen:

We are informed that the above parties are doing highway work in the vicinity of Klamath Falls, Oregon. Will you kindly advise us whether or not they have a contract with the State, and ff so, will you give us details as to the same. We would like to know the number of miles of the contract, the total consideration and the length of time in which they have to complete it.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Sales Manager

CHm:LC

Re 47

November 9, 1922

Mr. G. L. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

Dear Sir:

We are in receipt of a letter, under date of October 20th from Mr. J. W. Fitzgerald, Superintendent of the Southern Pacific Railroad Company, Dunsmuir, California, relative to the location of the Dallas-California Highway in the vicinity of Lenn's Mill.

Mr. Fitzgerald strongly recommends the continuation of the present grade crossing until such time as the overhead construction is undertaken, stating that it would be a conflict with the railroad operation to establish a grade crossing across their siding or passenger track.

Inasmuch as it will probably be four or five years before the overhead construction will be undertaken it is thought at this time to adopt the new location as shown on your drawing dated September 1922 as the adopted highway location, constructing at this time on the new location alignment to the corner north of Modoc Point post office and from there to the grade crossing to construct temporarily using the old road as the basis of location, or to follow any other desirable alignment that would cause the least conflict with the mill operations.

Inasmuch as this temporary line would be in use for a considerable length of time it is suggested that the standard surfacing be laid but the grade and alignment need not be as good as were the work to be of a permanent nature.

Please see Mr. Lenn and arrange for a location that will be the best for all parties concerned.

Yours truly,

[redacted] HUNT,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM
cc. Mr. J. W. Fitzgerald, Supt., Southern Pacific Co., Dunsmuir, Calif.
cc. Lenn Lumber Co., Modoc Point, Oregon.

Form 31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Lamm's Mill - Fort Klamath **Date** Nov. 4th 1922, 19

Section Unit #2 **Week from** to Nov.4th

Highway Dalles - California **Job Prefixes** I8 PE-I

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Klamath

Survey will be completed about **Number in party**

Camp location

Mail address Klamath Falls

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Contractors Dunn and Baker have established camp near proposed quarry site and have small crew working on clearing south from the Klamath Indian Agency. About 50% of grading and clearing has been sublet to K.E.Hodgman. Small crew now working on the clearing South from the Indian Agency and expect to start a small team force the coming week. Have transitman and one chainman working on cross-sections on this project but as work is now well ahead of contractors these two men will probably be released at the end of the week.

RECEIVED
NOV 10 1922

Signed

Title R.E.

FORM 5A 3M-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. M. GARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR 43

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.

October 31, 1922

Mr. Herbert Nunn
State Highway Engineer

ATTENTION OF C.C. KELLEY
ASST. ENGINEER

Salem, Ore.

Dear Sir:-

I am attaching herewith copy of letter from Mr. Fred A. Baker of the Klamath Indian Reservation relative to a slight change of line thru the Agency grounds. I have talked this matter over with Mr. Baker since receipt of the attached letter and have also looked the ground over. The change requested is very slight and could not be considered a line change. The shift would not be over thirty feet at the Agency. Will not increase quantities and recommend that it be made as co-operation with Superintendent Baker in this instance will be to our advantage later. An early decision from you is very necessary on account of clearing operations to be under way very shortly.

Very respectfully

G[illegible]bins

GIS/WD

R.K.

ok
Answered by telegraph
2806 advising line
highway ok.
CLK

RECEIVED
NOV 4 1922
OREGON
STATE HIGHWAY COMMISSION

5-1142

DEPARTMENT OF THE INTERIOR

UNITED STATES INDIAN FIELD SERVICE

Klamath Agency Oregon

October 26, 1922

RECEIVED
NOV 4 1922
OREGON
HIGHWAY COMMISSION

Mr. G. I. Stebbens
Resident Engineer
Oregon State Highway Department
Klamath Falls Oregon

Dear Mr. Stebbens:

In order to make the matter of record touching the re-location of a certain part of The Dalles-California Highway which passes through the Klamath Indian School farm near the Agency office at Klamath Agency, Oregon, I have the honor to request that upon the arrival of Mr. A. C. Rose, Highway Engineer, the subject be gone into on the ground and the requested change made before construction begins.

At the present time the road passes within about sixty feet of the Agency office and in my judgment this is undesirable from every point of view. As that part of the road to be changed lies entirely within the school farm on Government land and as the change can be made with very little additional expense, I am very anxious that it be consummated. I have talked with Mr. Dunn of the firm of Dunn & Baker, the contractors and gone over the ground with him and he advises me that he would be very glad to make the change. Mr. Hodgson has spoken in similar vein.

Thanking you for what you may be able to do in this matter, I am

Very truly yours,

Fred A. Baker

FRED A. BAKER
Superintendent

FAB:W

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE NO.------

RECEIVED
OCT 24 1922
OREGON
COMMISSION

POST OFFICE BUILDING,
PORTLAND, OREG.

October 23, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Project Statement covering Oregon Federal aid project No. 83, Lamms Mill-Fort Klamath, was approved by the Secretary of Agriculture, on October 10, 1922.

The approval of the Secretary was made subject to the condition that the Department of the Interior also approve it, and grant the necessary right of way with full rights for the State to maintain this road within the Indian Reservation as a public highway, also with the privilege of access to such road material located upon Indian land as may be necessary for use in the construction of this project.

The Secretary's approval is subject to the further condition that the State agree to the incorporation of a clause into the Project Agreement whereby the State Highway Department will agree to widen the surfacing to not less than 18 feet, when, in the opinion of the Secretary of Agriculture, the traffic requires.

Very truly yours,

C. H. PURCELL, District Engineer,

By T. M. Davis
Acting.

Oct. 31

FORM 2102

STANDARD
1-22-100,000

SOUTHERN PACIFIC LINES

OFFICE OF
J. W. FITZGERALD,
SUPERINTENDENT.

IN REPLY PLEASE REFER TO
No. 323-1
DUNSMUIR, CALIF.
Oct. 20, 1922.

Mr. C. C. Kelley,
Assistant Engineer,
Oregon State Highway Commission,
Salem, Ore.

Dear Sir:

Your letter of Oct. 11, attaching blue print showing old and new location of proposed highway at Modoc Point.

We feel that the existing grade crossing is located at present so as to produce the least interference as between railroad and vehicular traffic. With the crossing in its present position passenger trains stopping at Modoc Point do not interfere with traffic on the highway and there would be a serious interference should the grade crossing be constructed in the location shown on your new location. Furthermore the new location passes a siding and should there be a train on the siding it would also obstruct this crossing.

May I suggest that the existing crossing be continued as a grade crossing until such time as an overhead crossing is provided.

It would seem entirely feasible to change the location of the highway on the easterly side of the railroad, adopting a compromise line somewhere between the old location and the new location, which would not interfere with the industrial tracks of the Modoc Lumber Company.

In regard to the grade crossing, I note that you propose to cross this at an angle of approximately 45 degrees. May I call your attention to the difficulty of maintaining a grade crossing at this angle. There is an ever present danger of automobiles skidding on striking the rails at such an angle and in the past we have found it quite difficult to maintain crossings which were not approximately at right angles.

It would seem that pending the construction of an overhead crossing, it would be preferable to maintain the grade crossing as nearly right angles to the railroad as practicable and would like to suggest that this be done.

Yours Truly,

J W Fitzgerald

CC. Lamm Lumber Co.,
Modoc Point, Ore.

October 14th, 1922.

Bureau of Public Roads,
Portland, Oregon.

P R 85

Gentlemen:

Herewith we are enclosing six copies of Estimate as Basis for Project Agreement on the Lamms Mill Fort Klamath Section, Oregon Project # 85.

This action is taken in accordance with telephone advice from your office that the project statement had been executed subject to certain conditions following by letter from Washington. It is not believed however, that there will be anything in the letter affecting the quantities in the estimate.

Very truly yours.

HERBERT HUNT,
State Highway Engineer

By
Office Engineer

Dic by J. W. DeSouza.

LF

Encls.

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 85

LAMOS MILL–PORT KLAMATH SECTION OF THE DALLES–CALIFORNIA HIGHWAY

IN KLAMATH COUNTY

(Estimate as basis for Project Agreement. Based on Contract Prices.)

19.04 Miles of Grading and Surfacing — Salem, Oregon

Unit 1 – 9.57 Miles

All Required		Clearing and Grubbing		$ 5,700.00
44,000	cu.yds	Common Excavation	.28	12,320.00
250	cu.yds	Intermediate Excavation	.75	187.50
250	cu.yds	Solid Rock Excavation	2.00	500.00
16,000	Sta.yds	Overhaul	.05	800.00
1,580	lin.ft.	12" Plain Concrete Pipe	1.60	2,496.00
340	lin.ft.	18" Reinf. " "	3.50	1,190.00
230	lin.ft.	24" " " "	4.50	1,035.00
40	lin.ft.	36" " " "	8.00	320.00
30	lin.ft.	48" " " "	12.00	360.00
55	cu.yds	Class "C" Concrete	25.00	1,375.00
200	lin.ft.	Wood Guard Fence	.80	160.00
5	M-FBM	Lumber and Timber	55.00	275.00
18,500	cu.yds	Gravel Surfacing	1.40	25,900.00

Unit 2 – 9.47 Miles

All Required		Clearing and Grubbing		$ 13,500.00
45,000	cu.yds	Common Excavation	.25	11,250.00
500	cu.yds	Intermediate Excavation	.90	450.00
1,000	cu.yds	Solid Rock Excavation	1. 25	1,250.00
11,000	Sta.yds	Overhaul	.05	550.00
1,250	lin.ft.	12" Plain Concrete Pipe	1.64	2,050.00
260	lin.ft.	18" ~~& Conc. Galv. Iron~~ Conc. Pipe	3.15	819.00
380	lin.ft.	24" Conc. " " "	4.20	1,596.00
30	lin.ft.	36" Conc. " " "	7.50	225.00
110	cu.yds	Class "A" Concrete	29.40	3,234.00
48	cu.yds	Class "C" Concrete	27.00	1,296.00
11,000	lbs	Metal Reinforcement	.10	1,100.00
17	M-FBM	Lumber and Timber	76.00	1,292.00
270	lin.ft.	Timber Piling	1.60	432.00

10,300	cu.yds	System Stone Surfacing	2.25	41,625.00
2,000	cu.yds	Filler	.25	500.00
		Sub- Total		$ 131,647.50
		10% Engr. & Cont.		13,164.75
		Total		$ 144,812.25

Cost per Mile $ 7,605.68

Federal Aid Requested $ 144,812.25

PRC 5/1

October 11, 1922

Mr. J. P. Fitzgerald,
Division Superintendent,
Southern Pacific Railroad,
Dunsmuir, California.

Dear Sir:

Attached hereto are blue prints in duplicate indicating a crossing of The Dalles-California Highway and the Southern Pacific Railroad in the vicinity of Lamm's Mill, Klamath County, Oregon.

It is proposed to cross the railroad at grade until traffic conditions justify an overhead crossing, and it is the intention to locate the highway in such manner that the change can be made at some future date.

On the attached print is indicated two lines labeled (old location) and (new location).

We understand that there are additional spur tracks proposed that would cross the old location and that the new location would be free from future development of industrial spurs.

Our estimates show approximately the same cost for overhead construction on either line.

Will you kindly outline your views in this matter and indicate which of the two highway lines would be most desirable from the railroad's standpoint. Also say whether you will oppose a temporary grade crossing at either of the location indicated, it being understood that the present grade crossing, which is in close proximity, would be closed.

Upon receipt of your views in this matter we propose to prepare the grade up to the railroad right of way line pending formal application for grade crossing. We, therefore, request an early consideration of the matter inasmuch as contracts for the grading of this highway section have been let.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Assistant Engineer.

CCK:LM
Encls.

FORM 2A 1920-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. D. YEON, PORTLAND
W. C. ARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls.

Oct. 6, 1922.

Mr Herbert Nunn,
State Highway Engineer,
Salem, Ore.

RECEIVED
OCT 9 1922
OREGON
STATE HIGHWAY COMMISSION

Attention Of Mr C.C. Kelley,
Assistant Engineer.

Dear Sir;

On Oct. 3rd we mailed to the Salem office, map, profile and estimate of a proposed line change on the Lamm's Mill- Fort Klamath Sec of the Dalles- Cal. Highway on mile 24 , just North from Williamson River crossing.

Request for this change of location was made by the property owner in letter to Mr Hodgman some time ago. The old location being objected to because it seperated his feeding corall from water supply.

The proposed change gives a slightly shorter line and a better location from the maintenance stand point, lying on the top of a ridge which slopes both ways from the center line, snow conditions would be easier to handle. The old location along the lake slope of the ridge tends to drift badly.

Mr Hodgman covered this proposed change very thoroughly on the ground and we were agreed in that it would be an improvement to the line. While the estimate shows a slight decrease in construction cost.

Proposed change was staked out some time ago and all contractors have been following out this line in making up bids.

Very respectfully,

R.E.

FORM 8A 5M-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. [illegible] TARRATT, HEPPNER
COMMISSIONERS
[illegible] KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.

October 3rd., 1922

Mr. Herbert Nunn
State Highway Engineer
Salem, Ore.

ATTENTION MR. PROBERT

PR #83

Dear Sir:-

The plan, profile and cross-sections of the proposed line change on the Lamm's Mill - Fort Klamath Section of the Dalles - California Highway are being sent you today under separate cover.

Respectfully yours

G. [illegible] Stebbins

Res. Engineer

RECEIVED
OCT 8 - 1922
OREGON
STATE HIGHWAY COMMISSION

Rec'd 10th

FORM 8A 10M-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. D. YEON, PORTLAND
W. M. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR 63 1

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.

Sept. 28, 1922.

Mr Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Of Mr. S.H.Probert,
Office Engineer,.

RECEIVED
SEP 29 1922
OREGON
STATE HIGHWAY COMMISSION

Dear Sir;

I am returning herewit h blue print xshowing proposed crossing of the S.P. Ry near Lamm's Mill On the Dalles California Highway on which we have shown the in formation requested in your letter of the 22nd.

I am also attaching copy of letter to Mr Hodgman under date of Sept 23 in which I have given a number of reasons why the new location should be adopted in lieu of the old line.

I am certain that the Lamm Lumber Co will fight the Court for R/W on the old line u nless we change the spur crossing to a point two hundred feet in towards the R.R. Track . If you will project this line on your map you will readily see that it is not desireable.

Very respectfully,

G. C. Stobins

R.E.

FORM 8A 1000-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. M. GARRATT, HEPPNER
} COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

Copy

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.

Sept 25, 1922.

Mr. K.W.Hodgman,
Division Engineer,
Medford, Ore.

Dear Sir;

Referring to letter from Mr Probert under date of 21st. in regard to the proposed location of the temporary grade crossing near Lamm's Mill on the Dalles California Highway; I would recommend that the temporary grade crossing on the old location be on the same alignment as the proposed future overhead crossing. In other words, follow out the original plans. This would secure the right of way for future improvement and the present traveled road would answer for a detour during the improvement work. However I have been advised by the Lamm Lumber Co that they contemplate considerable improvement and extension to their plant and that the present or old location will seriously conflict with their plans and that right of way will not be granted on the old line.

One additional spur is contemplated which will involve another grade crossing and line would have to be shifted at least two hundred feet east to clear planer shed, plans for which are now under way.

Right of way on new location will be granted without cost and influence brought to bear towards granting of crossing on the new location.

I am attaching herewith print on which I have sketched proposed extent of improvements contemplated.

Very respectfully,

PR
8M/

September 23rd, 1922.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

Dear Sir:

Will you kindly send us your estimate of cost on the Lamms Mill - Fort Klamath Section of The Dalles California Highway on which bids are to be received October 5th?

This estimate should show the items as listed in the proposal, a copy of which has been sent you, and is desired for presentation to the Highway Commission for their use in comparing bids and awarding a contract.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By
Office Engineer.

Dic by J. W. DeSouza.
AP

September 22d, 1922.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR # 83

Dear Sir:

Before we take up with the railway officials the matter of securing permission to construct new grade crossings at the south end of the Lemma Hill - Fort Klamath Project, it will be necessary that we have definite ties between our lines and the railway center line.

Kindly therefore indicate upon the enclosed blue print or in such other manner as you may wish, the following information pertaining to the intersections of both the old and new locations with the Southern Pacific tracks:

1. Highway Station number of intersection.
2. Railway Station number of intersection.
3. Angle of intersection
4. Definite ties to some definite point on the railway line; such point, for instance as the head block for the passing track at Lemma Mill.

Please let us have this information as soon as you can conveniently do so.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By
Office Engineer.

HHP:AP

September 21st, 1922.

Mr. C. I. Stebbins,
Resident Engineer
Klamath Falls, Oregon.

PR #83

Dear Sir:

We are enclosing herewith blue print copy of a map which we have prepared as a basis for taking up with the Railroad Company the matter of constructing a new grade crossing on the proposed revision in location at the south end of the Lemma Mill-Fort Klamath Section. Due to the fact that this revised location will require a grade crossing of passing track as well as over the main line track, we anticipate some difficulty in securing the permission of the Railroad Company to proceed in accordance with this plan.

You will note that in calling for bids upon this project, we are asking for the contractors to submit their bid upon the line as originally located, reserving the right to make the proposed revision in case this becomes possible.

In case the line is contructed on the old location, we suggest that provisions be made for a temporary grade crossing in accordance with the line indicated on the enclosed map. From the map which you submitted ~~[illegible]~~ it appears that you have in mind turning up into the old road immediately south of the proposed temporary grade crossing. We believe that it will be more desirable to connect back with the location proposed for the overhead crossing as directly as possible in order that the length of temporary road need be no longer than is necessary. It is possible, however, that the construction of the temporary line on the alignment which we have indicated will not be feasible on account of topographic conditions which are not shown upon the maps and profiles in our possession.

Very truly yours,

HERBERT NUHN,
State Highway Engineer

By
Office Engineer.

HHP:AP

cc Mr. K. R. Holgaum, Div. Engr.,
Medford, Oregon.

September 21st, 1922.

Bureau of Public Roads,
Portland, Oregon

P. R. 83

Gentlemen:

Herewith we are enclosing four copies of special provisions and six copies of estimate and unit price analysis on the Lamma Mill - Fort Klamath Section, Oregon Project No. 83.

Four blue print sets of plans and one original set of cross sections are today going forward to you under separate cover. After your inspection of the plans is completed, we would be pleased to have you return these original cross sections to us. We will then ink in the sheets of which you desire blue prints and will furnish prints to you.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer

Dic by E. W. DeCoupe.

AP

SPECIAL PROVISIONS

Lamms Mill - Fort Klamath Section

BASIS OF AWARD

For the purpose of receiving bids, the project has been divided into two units as follows:

Unit No. 1 - 9.57 Miles. From Station 913 + 74.1, approximately one-half mile south of Modoc Point, north to Station 1422 + 06.8 near the mouth of Wood River, and

Unit No. 2 - 9.47 Miles. From Station 1422 + 06.8 north to Station 1932 + 17.8, which point is the initial point of the Klamath - Crater Lake Highway near Fort Klamath.

Alternate bids will be accepted contemplating the award of either or both units and the right is reserved to make such award or awards as may appear to be to the best interests of the State.

OLD ROAD TO BE LEFT OPEN

In order that the existing road may be available for traffic during the coming winter, the Engineer shall be the judge as to whether any new grading shall be done prior to May 31, 1923, on the portions where the new alignment crosses or lies over the alignment of the existing road. In any event the contractor will be required to conduct his operations in such manner as to cause a minimum of interference with traffic.

CULVERT PIPE

The culvert pipe quantities called for in the proposal are for corrugated galvanized pipe and bids on other types of pipe will not be considered.

POSSIBLE LINE REVISIONS

The right is reserved by the Highway Commission to make revisions in location between Stations 923 and 948 and between Stations 948 and 976, along the lines indicated on the sketch map.

It is understood that in case either or both of these revisions are made, the contractor's unit bid prices will apply to the work upon the revised sections as well as to the work upon the line indicated on the profile, and no extra compensation shall be claimed or allowed on account of the change in plans.

BROKEN STONE OR CRUSHED GRAVEL SURFACING

Preparation of Sub-grade:

Before spreading the surfacing the contractor shall, by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions.

The subgrade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared shall be maintained true to crown, grade and uniform surface.

In no event shall any surfacing materials be placed upon any section of the sub-grade which is not, in the opinion of the Engineer, in a condition suitable and satisfactory for surfacing.

Width, Thickness and Number of Courses:

The surfacing shall have a top width of twelve (12) feet feathered to a bottom width of sixteen (16) feet. It shall be laid in two courses, each course having a cross-section area as nearly equal to one-half the total cross-section area as can reasonably be obtained. The top course shall entirely cover and overlap the bottom course, as indicated on the blue print section attached.

In general, the surfacing shall be laid to a total depth of eight inches, loose measure. Where, however, an eight inch thickness is not required, or is insufficient, the surfacing shall be laid to such thickness as the Engineer may direct.

The thicknesses at all times shall be as ordered by the Engineer, and any quantities of material deposited in excess of those ordered by the Engineer will not be paid for.

Quality of Material and Sources:

(1) For Unit No. 1 : For Unit No. 1 the surfacing materials shall be gravel taken from such portions of the gravel deposit situated approximately 500 feet to the right of Station 1160, as the Engineer may direct, or it shall be material which, in the opinion of the Engineer, is equally suitable. The Gravel deposit situated approximately 500 feet

to the right of Station 1160 consists of a strata of light colored gravel of low binding quality, overlaid by a strata of brown colored gravel containing considerable "binder" material. The contractor will be required to so excavate the materials from this deposit that the brown colored gravel will become uniformly mixed with the light colored gravel thus producing a material more suitable for surfac ing construction than would be either of the two gravels used separately.

The gravels from the deposit referred to contain only a small percentage of oversize materials, which oversize materials may be removed by either screening or crushing, as the contractor may elect.

(2) For Unit No. 2 : For Unit No. 2 the surfacing materials shall be clean, hard and durable broken stone showing an abrasion of not more than eight (8) per cent when tested in the manner described in Bulletin No. 555 of the U. S. Bureau of Agriculture. Possible, but not guaranteed sources of material are located to the east of the highway between Stations 1670 and 1710.

Materials to be Secured by the Contractor:

The contractor will be required to furnish and develop all quarry sites, pits or other sources of material, and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing materials.

In the event that the contractor, after due and dilligent effort, finds it impossible to secure surfacing materials from the sources enumerated above, or from suth other sources of materials as the engineer may approve, without compliance to unreasonable restrictions or the payment of exhorbitant royalties, the State Highway Commission at the contractor's written request, will institute condemnation proceedings, or take such other steps as may seem advisable, for the securing of materials from the particular sour ce or sources involved.

It is understood that the contractor will bear all expense of the condemnation proceedings, and all other expense to which the State Highway Commissi on may be put, and will pay such royalty costs or other consid eration as the Court may award.

Sizes and Grading of Materials:

Gravel for base course shall all pass a one and one-half (1½) inch circular opening. It shall be well graded from maximum size to dust, and shall contain not more than thirty-five (35) per cent of materials passing a one-quarter (¼) inch square opening.

Gravel for top course shall all pass a three-quarter (¾) inch circular opening. It shall be well graded from maximum size to dust, and shall contain not more than thirty-five (35) per cent of materials passing a one-quarter (¼) inch square opening.

Broken Stone for base course shall all pass a one and one-half (1½) inch circular opening. For the first one mile of base course to be laid from the crusher set-up, it shall be crusher-run material well graded from maximum size to dust. For the balance of the base course, it may be either crusher-run material or crusher-run material from which all materials passing a three-quarter (¾) inch circular opening has been screened out.

Broken stone for top course shall all pass a three-quarter (¾) inch circular opening. It may be either crusher-run material or it may be material passing a three-quarter (¾) inchcircular opening screened from a crusher-run product of not to exceed one and one-half inch maximum size.

Means to prevent Separation of Materials:

In the handling of materials the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible, materials in being transferred into stock piles, bins orvehicles shall be dropped vertically.

Construction of Base Course Ahead of Top Course:

The construction of surfacing shall be commenced at the points nearest the pits or quarries, and shall progress away from those points, the hauling being done over the surfacing materials as they are placed.

In connection with gravel surfacing, the base course to be placed in either direction from the pit shall be completed before the construction of the top course in that direction is commenced.

In connection with broken stone surfacing, the first one mile of base course shall be completed before the construction of the top course is commenced, and at all times the base course shall be in place at least one mile in advance of the top course.

Dragging:

The contractor shall do such blading and dragging of both the base and top courses as may be necessary to bring them to a uniform grade and crown with a smooth and even surface and as may be necessary to maintain them free from ruts and true to the crown, grade and surface to which they are first constructed. They shall be so maintained until covered, or until all surfacing to be constructed under the contract is completed.

Rolling and Sprinkling:

Rolling and sprinkling, if required, will be done by state forces or will be paid for as extra work.

Finishing Shoulders and Cleaning Ditches:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed, inclusive of ditches, trimmed up so as to provide a uniformly crowned and well drained cross-section, as indicated on the plans. All excess excavated materials and all loose stones and rock fragments that may be dragged to the surface, shall be deposited on the sides of embankments or otherwise disposed of to the satisfaction of the Engineer.

Measurement and Payment:

Payment for the construction of surfacing as above specified shall be made at the price bid per cubic yard for surfacing of the particular class involved. The quantity to be paid for shall be the number of cubic yards of surfacing materials furnished, delivered and incorporated in the work. Measurement shall be loose measure aboard trucks or other conveyances at the point of loading.

The unit price bid shall be understood to cover preparation of subgrade, the furnishing, screening, crushing, hauling, spreading and compacting of materials, the trimming of shoulders, the cleaning out of ditches, and all other work involved in the construction of the finished surfacing at the grade and to the cross-section indicated on the plans, and in accordance with these provisions.

Any rolling or sprinkling that may be required will be paid for as "extra work" or will be done by state forces. Filler will be paid for as specified hereinafter.

MAINTENANCE MATERIALS

Materials for maintenance shall conform in every respect to the specifications for the materials for the top course of the type of surfacing constructed over the particular section involved. They shall be placed in neat, well formed piles of 25 cubic yards each, spaced at intervals of approximately one-quarter ($\frac{1}{4}$) of one mile.

The particular points at which the piles shall be placed shall be designated by the Engineer.

Payment shall be made at the unit prices bid for materials for maintenance of the particular class involved, and this price shall be understood to include the furnishing, screening, crushing, hauling, and oiling of materials, and the leveling or other preparation necessary for the sites upon which the materials are to be piled.

FILLER

Where the engineer so directs, there shall be added to and incorpora ted with the surfacing materials, a "filler" of sand, loam or other suitable material. Materials for this purpose shall be obtained from such sources as the Engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals alongside the work. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and when filler material is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "filler-haul" of twenty-five (25) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred (500) feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

6-10-22

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 83

LAMER HILL-FORT KLAMATH SECTION OF THE DALLES-CALIFORNIA HIGHWAY

IN KLAMATH COUNTY

(Estimate with Plans, Note as Basis for Agreement)

19.04 Miles of Grading & Surfacing — Salem, Oregon, September 19, 1922.

All Required		Clearing and Grubbing		$ 3,000.00
69,000	cu.yds	Common Excavation	.35	21,150.00
750	cu.yds	Intermediate Excavation	.50	375.00
1,250	cu.yds	Solid Rock Excavation	1.00	1,250.00
27,000	Sta.yds	Overhaul	.05	1,350.00
2,810	Lin.ft.	12" Culvert Pipe	2.00	5,620.00
620	Lin.ft.	18" " "	3.00	1,860.00
560	Lin.ft.	24" " "	4.00	2,240.00
70	Lin.ft.	36" " "	6.00	420.00
30	Lin.ft.	48" " "	8.00	240.00
110	cu.yds	Class "A" Concrete	25.00	2,750.00
103	cu.yds	Class "C" Concrete	25.00	2,575.00
11,000	lbs.	Metal Reinforcement	.10	1,100.00
200	Lin.ft.	Guard Fence	1.00	200.00
22	M-FBM	Lumber & Timber	70.00	1,540.00
270	Lin.ft.	Timber Piling	1.00	270.00
18,500	cu.yds	Gravel Surfacing	1.90	35,150.00
18,500	cu.yds	Broken Stone Surfacing	2.45	45,325.00
2,000	cu.yds	Filler	.50	1,000.00
		Sub-total		$ 127,415.00
		10% Engr. & Cont.		13,741.50
		Total		$ 151,156.50

Cost Per Mile $7,938.89

Federal Aid Requested $ 151,156.50

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 65

LANES MILL-PORT KLAMATH SECTION OF THE DALLES-CALIFORNIA HIGHWAY

IN KLAMATH COUNTY

Unit Price Analysis of Surfacing

Gravel Surfacing

Royalty	$ .05
Stripping, Screening, Etc.,	.20
Hauling (2.5 Miles @ .30)	.75
Placing and Finishing	.15
Preparation of Sub-grade	.05
Superintendence and Overhead	.15
	$ 1.65
15% Profit	.25
Estimated Price	$ 1.90

Broken Stone Surfacing

Royalty	$ .05
Quarrying and Crushing	1.00
Hauling (2.5 Miles @ .30)	.75
Placing and Finishing	.15
Preparation of Sub-grade	.05
Superintendence and Overhead	.15
	$ 2.15
15% Profit	.30
Estimated Price	$ 2.45

PR 8 31

September 15th, 1922.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

Dear Sir:

Yesterday we sent you original field notes on the Lamm Mill - Fort Klamath Section.

These notes were accompanied by a pencilled sketch showing the bearing and stationing of the line back of Station 914, as finally constructed.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza

AP

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.
September 11, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention- Mr. Probert.

Dear Sir:-

Will you please send me original field notes for line from Lamm's Mill to Fort Klamath. These notes are required in tracing old line which in most part has been obliterated. Will also want bearing and stationing on last tangent on the constructed line back of Station 914, as it appears that the line as constructed is slightly different from tangent given on our maps.

Very respectfully,

R.E.

Encl.

RECEIVED
SEP 13 1922
OREGON
STATE HIGHWAY COMMISSION

FORM 2A 10M-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. H. BARRATT, HEPPNER
COMMISSIONERS.
R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.
Sept. 15, 1922

ATTENTION MR. PROBERT

Mr. Herbert Nunn
State Highway Engineer
Salem, Ore.

PR #83

Dear Sir:

The cross-sections and profile with comparitive quantities for the proposed line change, stations 914-976 of the Lamms Mill- Fort Klamath Section, Dalles-California Highway, are being forwarded today from this office.

The sketch map for this change has been previously submitted.

Respectfully yours

G. I. Stebbins

wsb

G.I.Stebbins
R.E.

RECEIVED
SEP 18 1922
OREGON
STATE HIGHWAY COMMISSION

FORM 8A 1M-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W[illegible] ARRATT, HEPPNER
COMMISSIONERS

R[illegible] KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.
Sept 15, 1922.

Mr. Herbert Nunn,

State Highway Engineer,

Salem, Ore.

PR # 83

Attention - Mr. Probert.

Dear Sir:-

I am mailing to you under seperate cover tracing of proposed line change near Lamm's Mill on the Dalles California Highway. This is the change recomended by Mr. Hodgman and recently passed on by Mr. Davis of the Bureau of Public Roads.

The Profile and estimate are not quite ready but will follow very shortly.

Very respectfully,

R. E.

RECEIVED
SEP 15 1922
OREGON
STATE HIGHWAY COMMISSION

PR
13

September 1, 1922.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing four revised copies of Sheet 5 of the ProjectStatement for the Lamms Mill - Fort Klamath Section, Oregon Project No. 83. These are to be substituted in the project statements which have already been sent you.

At the time that the original project statement was sent you, there was no information in this office as to the location of materials for surfacing; and also, at that time it had not been definitely decided as to what length of structure would be used at Station 1881, although it was believed that a single nineteen foot span would be sufficient. This however, has been increased since that time to two nineteen foot spans.

Very truly yours,

HERBERT KUHN,
State Highway Engineer

By
Assistant Office Engr.

JWD:AP
Encl.

...; feet between ditches 20; approximate maximum

...of construction Grading and Surfacing

...on, nature, and extent of deposits of local materials suitable for use on this project

Sta. 1160 and between Stas. 1670 and 1710

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

Sta. 1661 - 2 - 19 ft. spans

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917.

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

Sta. 1861 - 2 - 19 ft. spans

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

Secretary.

21. Funds for maintenance to be provided by State
(State or (and) county.)

from the following sources: _____
(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department Standard Forms of Contract and Contractor's Bond.

August 22, 1922.

Mr. E. E. Holgman, Div. Engr.,

Medford, Oregon.

Dear Sir:

The Federal Aid plans on the Lenox Hill & Fort Klamath Section, Project No. 83, are now completed and ready for submission to the Bureau of Public Roads.

Will you kindly supply us with your special provisions on the grading and surfacing of the project, as a whole, as it is necessary to submit these to the Bureau with the plans?

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By
Office Engineer.

Dic by J. W. DeSouza

AF

August 24th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

PR#83

Dear Sir:

It is our present intention to call for bids on the grading and surfacing of the Lamms Mill - Fort Klamath Section (Federal Aid Project No. 83) to be received at a meeting of the Highway Commission to be held late in September.

We have received the impression from some source that it will be impossible for the Secretary of Agriculture to approve the project statement for this project until the granting of the right-of-way, all of which is within the Indian Reservation, has been finally approved by the Secretary of the Interior. Although negotiations for the securing of this right-of-way are under way, and the granting of same has been approved by the local superintendent of the Indian Agency, it is possible that several months may elapse before the granting of this right-of-way is finally approved by the Secretary of the Interior.

If our impression is right that the project statement can not be approved until the Secretary of the Interior has finally approved the granting of the right-of-way, it follows that in accordance with your regulations, it would be impossible for us to let a contract for the work prior to the giving of this final approval, and therefore impossible for us to let the contract, as contemplated, at the letting which we propose to hold late in September.

Our purpose in writing this letter is to ascertain definitely whether or not we should proceed with the advertising of this work, as contemplated with the expectation of receiving Federal Aid, as requested.

For your information as to the attitude of the officials of the Indian Service, we are enclosing herewith, copies of telegrams between Mr. West, the local superintendent of the Indian Reservation, and the Indian Office in Washington, D. C.

Very truly yours,

HERBERT HUNN,
State Highway Engineer

By
Office Engineer

SEP:AP

...NE, CHAIRMAN
...PORTLAND
...RATT, HEPPNER
} COMMISSIONERS

...KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.
August 7, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

I am attaching herewith copies of communication between Supt. Walter G. West of the Klamath Indian Agency and the Dept. of the Interior relative to the right of way for the Dalles California Highway thru the Klamath Indian reservation in Klamath County.

I am further advised by the Klamath County Court that practically all right of way has been secured and payment made thru the Indian Agency. Mr. West will write the Bureau of Public Roads at Portland in confirmation of above.

Very respectfully

B. T.

C. C. Mr. Holman

RECEIVED
AUG 9 1922
OREGON
STATE HIGHWAY COMMISSION

COpy

Night

Western Union

Indian Office

[redacted]ton, D.C.

Klamath Agency, Ore. 8/2/22

West.

Supt.

Am advised that Klamath County, Oregon, State and Federal Government under Post Road Act are ready to let bids for construction of highway through Klamath Reservation from about lots twenty and twenty-one, section fifteen, township thirty six, range seven East to section twenty-three, township thirty-three, range seven one-half East provided they can be assured of approval of right of way- stop- proposed highway follows very closely present public road and will be of very great value to all Indians. Practically no damage will be done but in case of such damage County is willing to make full compensation. Proposed highway involves no expense on part of Interior Department or Indians, and there is no opposition from any source. In order that contract may not be held up please advise me by wire that right of way application when presented in proper form will be given departmental approval. Formal application for right of way is being prepared but will not be in shape to submit for sometime- stop- without assurance of final approval now asked for contract will not be let during present season, stop, there is no assurance that funds will be available next season, and proposed highway maybe lost. Please expedite action.

Official business- Gov't night rate- collect.

West.
signed- West.

Sent 5:00 P.M. LL.

RECEIVED
AUG 9 1922

OFFICER SENDING TELEGRAM.

...for your files.

...to addressee indicating that purpose by check mark in this circle. ○

MEMORANDUM COPY OF OFFICIAL TELEGRAM.

Will NOT be accepted if presented by Telegraph Company attached to bill for tolls, in lieu of original message.

...er's No.— | Time Filed— | Paid ... Word ... night (Day or night) Government rate—Toll, $...

Sent by— Western Union (Name of company.) Telegraph Co.

To Walter G. West

Klamath Agency, Oregon

Washington, D.C. (Place.) 8/4/22 (Date.)

From Borck, Assistant Sec. (Print or typewrite name of sender.)

(Title of sender.)

Your telegram to Indian Office August second. If highway authorities will make the payment of all damages and location will not interfere with irrigation or power development or other interests of Indians, application for right of way when submitted will be approved.

Borck,

Assistant Secretary.

RECEIVED AUG 9 1922 OREGON

Received 9:20 A.M. LL

Strike out matter not applicable.

Charge: ...
(If not paid in cash, or sent collect, insert name of office to which bill should be presented for payment.)

Collect from addressee.

PAID ... By SENDER.
(Insert "In cash," if so paid.)

Appropriation: ...

9—4447

CIS:TJ
cc K.E.H.

E. C. Dobbins
R.E.

...MISSIONER.

...AY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Oregon,
...ust 3rd, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

AUG 5 1922

Dear Sir:

Replying to your letter of recent date relative to right of way on the Lamm's Hill to Fort Klamath section of the Dalles California Highway in Klamath County, I have been advised today that the right of way has been secured to the Klamath County Court by Superintendent West of the Klamath Indian Reservation covering the entire project.

Tracings of the final revised line were furnished to the Indian Service from Mr. Bishop's office and all requirements have been complied with.

Mr. West has wired the Department of the Interior today asking for formal approval by return wire and as soon as this has been received, communication will be made direct to the Bureau of Public Roads from the Superintendent's office at the Klamath Agency with a copy to the State Highway Department.

Very respectfully,

D. C. Robbins
R.E.

DCR:TS
cc K.E.H.

August 20th, 1928.

Bureau of Public Roads,
Post Office Building,
PORTLAND, Oregon.

P. R. 83

Gentlemen:

Herewith, we are enclosing a revised Project Statement on the Lamms Mill - Fort Klamath Section, Oregon Federal Aid Project No. 83. These have been corrected to eliminate the proposed overhead crossing.

It is noted that your letter of August 1st regarding these statements stated that four copies were being sent. However, we are in receipt of only three copies, and are under the impression that the fourth copy must still be in your office. We are enclosing corrected sheets for insertion in this copy.

Very truly yours,

[redacted]
State Highway Engineer.

By
Office Engineer.

Dic by J. W. DeSousa
AP

15. Proposed width of surfacing 16; feet between ditches 20; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading and Surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project Sta. 1660 and between Stas 1670 and 1710
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Sta 1681 - 2-19ft spans
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State
(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State

Coun

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet.....

No 1881 - 2 - 1916 plans

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by.....State.....

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State.....

County.....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

Secretary.

21. Funds for maintenance to be provided by State
(State or (and) county.)

from the following sources: _____
(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department Standard Forms of Contract and Contractor's bond

8—4384

25. Reconnaissance estimate of cost of project:

Made by ..... Date ....., 19....

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ...% rock				
	Sq. yds.	Surfacing of				
All Required		Clearing & Grubbing			3,000	00
88,000	cu.yds	Common Excavation		.35	30,800	00
600	cu.yds	Intermediate "		50	300	00
1,200	cu.yds	Solid Rock "	1	00	1,200	00
27,000	Sta.yds	Overhaul		05	1,350	00
		Structures of 20′ span or under				
		Structures over 20′ span				
2,800	Lin.ft.	Other items 12" Culvert Pipe	2	00	5,600	00
600	" "	18" Culvert Pipe	3	00	1,800	00
550	" "	24" " "	4	00	2,200	00
70	" "	36" " "	6	00	420	00
30	" "	48" " "	8	00	240	00
110	cu.yds	Class "A" Concrete	25	00	2,750	00
100	" "	" "C" "	25	00	2,500	00
11,000	Lbs	Metal Reinforcement		10	1,100	00
1,200	Lin.ft.	Guard Fence	1	00	1,200	00
37,000	cu.yds	Surfacing	2	50	92,500	00
				Subtotal	146,960	00
				10% Engineering and Contingencies	14,696	00
				Total	161,656	00

Length, 19.1 miles.

Cost, $ 8,463.66 per mile.

This estimate approved by:

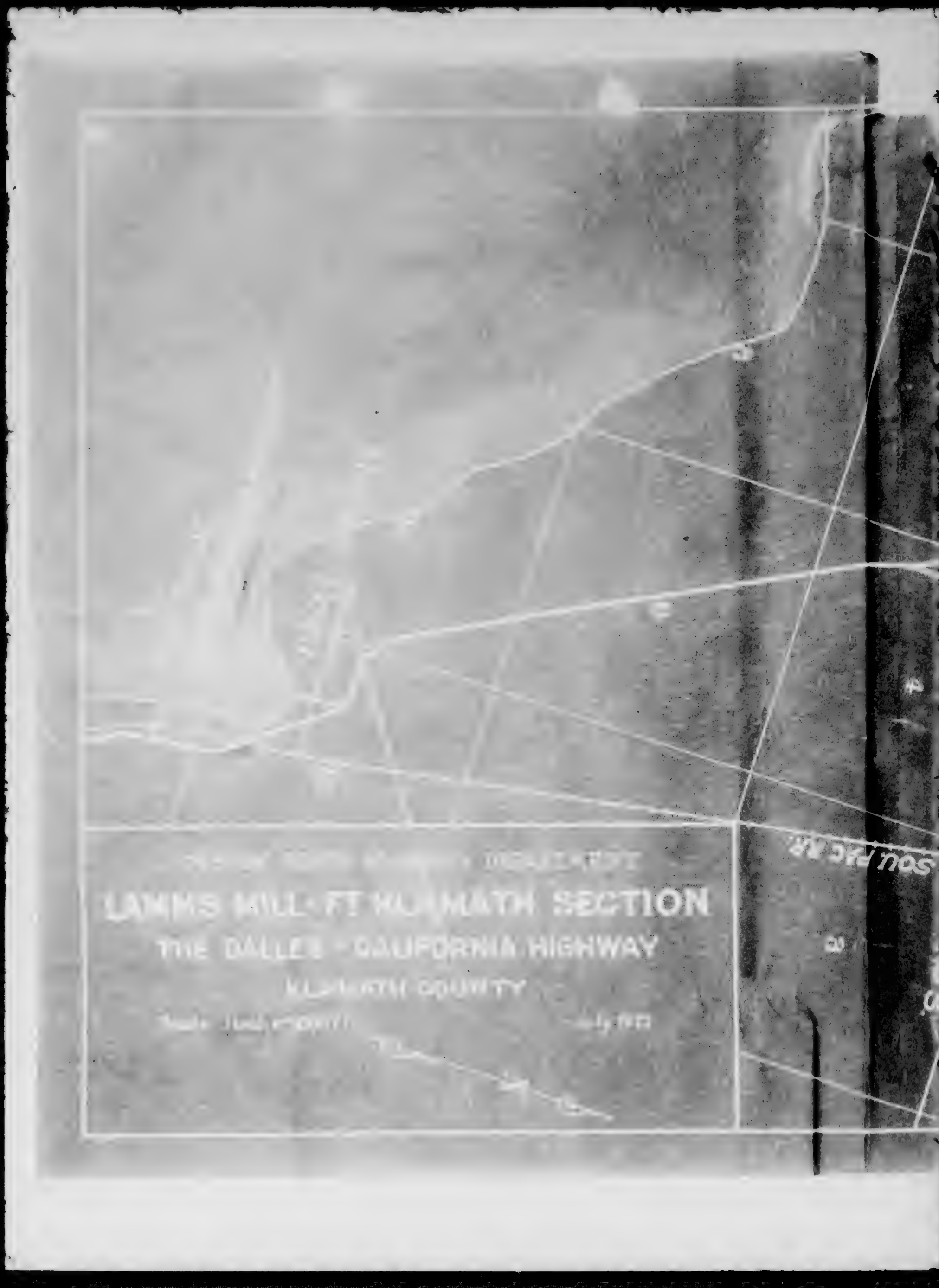
.....

(Title) Office Engineer

26. Amount of Federal aid desired 161,656.00

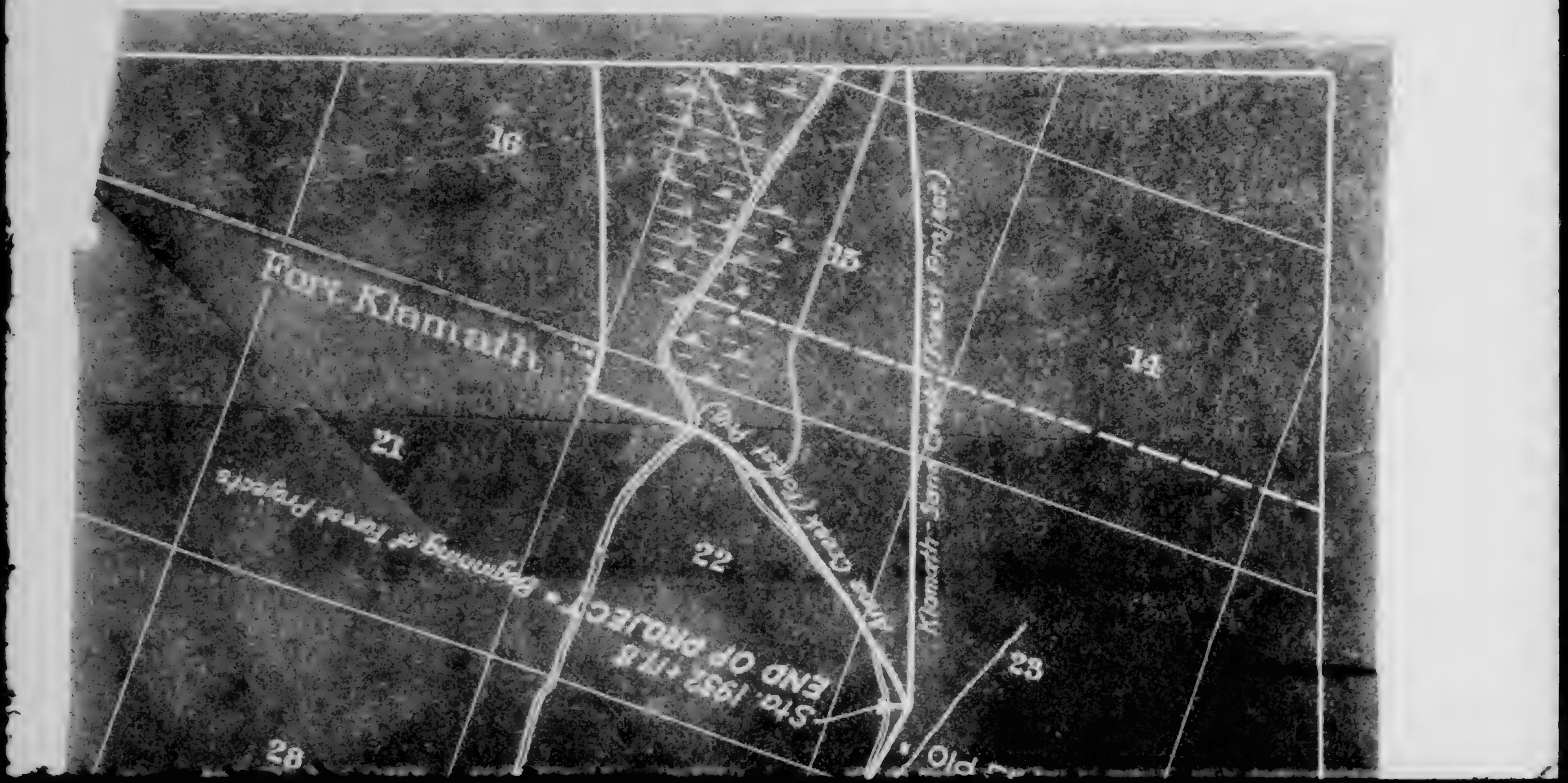
(State in lump sum or percentage, but not both.)

8—4256


LAMMS MILL-FT. KLAMATH SECTION
THE DALLES - CALIFORNIA HIGHWAY
KLAMATH COUNTY

1350
F365

θ
5
5


Fort Klamath
Old Fort Klamath
Klamath-Sun Creek Road
Sta. 1932+11.5
END OF PROJECT - Beginning of Base Projects
21
22
25
28
14
26
16

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

August 1, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:-

We enclose herewith four copies of project statement for Oregon Federal Aid project No. 83, as per telephone conversation with your office today.

Yours very truly,
C. H. PURCELL
District Engineer,
By
Acting

RECEIVED
AUG 2 1922
STATE ... COMMISSION

August 18, 1922.

Judge E. K. Dunnell,
Klamath Falls,
Oregon.

My dear Sir:

Mr. Booth, after his telephone conversation with you, requested that I advise you as to the status of the Fort Klamath-Lamm Mill Section of The Dalles- California Highway.

Our field engineers have been at work on this project making a few desirable revisions in alignment any field investigation of sources of surfacing materials before preparing the job for advertisement. As you probably have been advised, we contemplate making this a federal aid project, but inasmuch as this is in an Indian Reservation, the rules of the bureau are quite clear that all of the right-of-way must be secured before the project will be approved. It is our understanding that Mr. West is working on this and these matters are well under way.

Our next meeting which will be held on the 29th of August, is a special meeting and it is impossible to prepare this project for advertising and secure the approval of the federal authorities in such limited time. We expect to have it ready for advertising, however, at the following meeting, which will be held in the latter part of September, or the first part of October.

At that time of the year, many of our jobs will be nearing completion in other parts of the State and it is expected that there will be much more competition and consequently lower prices than are obtained at the present time.

It is suggested that very shortly the work on the Fort Klamath-Crater Lake Section and the Fort Klamath-North Section, of The Dalles-California Highway will be in full swing and will take up any surplus labor supply in your County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.
By

BAK LC Secretary.
cc. to R. A. Booth.

August 7th, 1922.

Mr. C. A. Dunn,
Merrill, Oregon.

PR #83

Dear Sir:

Reference is made to your letter of August 1st in regard to the proposed project between Lamms Mill and Fort Klamath on The Dalles-California Highway.

As this project is to be handled as a Federal Aid Project, and as right of way matters are complicated on account of the project being within the boundaries of the Klamath Indian Reservation, it will be impossible for us to include this work among the projects upon which bids are to be received on September 6th.

It is quite probable however, that same will be advertised for bids to be received, at a meeting to be held some time in October. It is very likely that we shall wish to include both the surfacing and grading under the same contract. Assistant State Highway Engineer, Mr. C. O. Kelley, will be in Klamath County during the present week to look over this and other projects, and whether or not this project will be advertised in more than one unit will be subject to his recommendation.

We have called his attention to your wishes in this matter.

Very truly yours,

HERBERT HUNT,
State Highway Engineer

By
Office Engineer.

SHP:AP

REFERRED TO
RAS
H. H.

Klamath Falls Oregon
8-1-22

Mr. Herbert Hunn
Salem Oregon

Dear Hunn:-

I understand that the Hamms-Hall-Foot Klamath job is coming up in the near future.

This project is about 18 miles long and a little too big for one outfit and too big for a small outfit to bid on.

If you could consistently do so divide the job in two parts, and we will give you a good bid on one of them. Hall is a real man who will hit one

Ltr

section [illegible] would do
I think that in arrange-
ment would make a
saving to the state.
Counties are situated E. & W.
for both ends of the
line is split near the
middle.

Give my best wishes
to the Steiner family
and Mrs Hunn.

Had a week of nice
sunny weather Sunday.
Don't tell Krugduff.

ANSWERED
S. H. Probert

Sincerely yours,

"Cy" Dunn

P.S. [illegible]
[illegible] you [illegible]
[illegible] for [illegible]
[illegible] from [illegible]
[illegible] with.

PR 83

July 29, 1922.

169

To the Members of the State Highway Commission.

Gentlemen:

At the last meeting of the Commission, the Keno's Hill-Fort Klamath Section of The Dalles-California Highway was ordered placed upon the program for construction as a federal aid project.

In looking over the matter, it developed that this project is wholly within the Klamath Indian Reservation and under the terms of the Federal Aid Act, 100% on the part of the Government may be requested by the state.

In connection with this, I am attaching a copy of a letter dated July 19, from the Department of the Interior, Office of Indian Affairs, which has to do with this matter. 100% by the Government on this project would use up approximately 40% more of their money on a single project and would avoid the necessity of negotiating at least one project with them. This will, of course, in no wise affect the Klamath County contribution, which would be 50% in either event, whether handled as a regular federal project or under this plan.

Please advise your wishes in this matter at your convenience.

Very truly yours,

Secretary.

BAF:HI

July 29th, 1922.

Mr. C. I. Stebbins, Res. Engr.,
Klamath Falls, Oregon.

P.R. 83

Dear Sir:

Reference is made to the Lamms Mill - Fort Klamath Section of The Dalles - California Highway in Klamath County.

We are submitting this to the Federal Government for their cooperation under the Post Road Act, and must meet their requirement that satisfactory showing be made to the effect that right of way has been secured through Indian Reservation.

The Office of Indian Affairs of the Department of the Interior require that in making application for right of way across Indian Lands, there must accompany the application two separate tracings of a map showing the definite location of the proposed highway. No such application has ever been made from this office, but Mr. Klein states that he has been given to understand that this right of way has been secured, presumably by the county.

This is a very important and urgent matter, and we would request that you take the matter up with the proper county officials and advise us immediately as to just exactly what has been done and what right of way, if any, has been definitely granted by the Department of the Interior. We would like a copy of any approved maps that may be available, showing such right of way, and would call your attention to the fact that any approval which has been received, must definitely apply to the revised line which it is proposed to construct.

Please advise us regarding this matter at your earliest possible convenience.

Very truly yours,

HERBERT KLEIN
State Highway Engineer

By
Office Engineer

Dic by J. W. DeSousa.

AF

cc Mr. K. E. Hodgman,
Div. Engr. Medford

July 28th, 1928.

Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON.

PR 85

Gentlemen:

Herewith we are enclosing four copies of executed Project Statement and Certificate on the Lemma Mill Fort Klamath Section of The Dalles California Highway in Klamath County, to which we have assigned Project No. 85 .

Your attention is called to the fact that this project is through an Indian Reservation, and that we have requested Federal cooperation to the full extent of 100 per cent. We have been given to understand that right-of-way for theline has been secured from the Department of the Interior, and are today taking this matter up with Klamath County through our Field Engineer. Any supporting data which may be available will be submitted to you as soon as received.

Very truly yours,

HERBERT HUSH,
State Highway Engineer

By

Asst. Office Engineer.

JWD:p
Encls.

STATE Oregon

PROJECT NO. 83
(Not to be filled in.)

FORM P R 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) July 25, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its STATE HIGHWAY COMMISSION
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of Chapter 21, Laws of 1919
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for Maintenance

1. Local name of road Lorella Hill-Fort Klamath, Sec of The Dalles-Calif Hwy.
2. Located between Klamath Falls and Fort Klamath, County of Klamath
3. Points of beginning and ending From Lorella Hill at Index point to South End of Forest Road Project near Fort Klamath
4. Length in miles (gross) 19.1 (net) 19.1

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4356

5. Miles of project used as post route ..... ; miles not used as post route .....

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each ..... None

8. Tolls collected on roads or bridges on this project, if any ..... None

9. Is project part of State's five-year program heretofore submitted? ..... No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) ..... Portion of the Dalles - California Highway

11. Improved roads adjacent or contiguous and type of each ..... Surfaced Road on South.
Grading and Surf. Forest Road Project on North

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks ..... 1 ....., (*b*) passenger motor vehicles ..... 100 ....., and (*c*) horse-drawn vehicles .....

13. Local traffic, approximate average daily number of (*a*) trucks ..... 4 ....., (*b*) passenger motor vehicles ..... 20 ....., and (*c*) horse-drawn vehicles .....

14. Description and present condition of traveled way ..... Unimproved earth road

15. Proposed width of surfacing 18; feet between ditches 20; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading and surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project.....

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet.....

R. R. Overcrossing Sta 97

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by - -

(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State - - - - -

(Amount.) (Source; refer to statute.)

(b) County.....

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted

19. State's share of cost of construction will be provided by - -

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State - - - - -

(Amount.) (Source; refer to statute.)

(b) County.....

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

Secretary.

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department Standard Forms of Contract and contractors bonds

25. Reconnaissance estimate of cost of project:

Made by ..... Date ....., 19....

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ...% rock				
	Sq. yds.	Surfacing of				
All Required		Clearing & Grubbing			3,000	00
88,000	cu.yds	Common Excavation		25	20,800	00
600	" "	Intermediate "		50	300	00
1,200	" "	Solid Rock "	1	00	1,200	00
27,000	Stn.Ths.	Overhaul		05	1,350	00
20	M FBM	Lumber and Timber Structures of 20′ span or under	60	00	1,200	00
Sta 927		Structures over 20′ span			15,000	
42,000	Sq.yds.	Other items Surfacing	2	50	105,000	00
2,800	Lin.ft.	12" Culvert Pipe	2	00	5,600	00
600	" "	18" " "	5	00	1,000	00
550	" "	24" " "	4	00	2,200	00
70	" "	36" " "	6	00	420	00
30	" "	42" " "	8	00	240	00
110	cu.yds	Class "A" Concrete	25	00	2,750	00
100	" "	" "B" Concrete	20	00	2,000	00
11,000	lbs	Metal Reinforcement		10	1,100	00
200	lin.ft.	Guard Fence	1	00	200	00
				Subtotal	174,660	00
				10% Engineering and Contingencies	17,466	00
				Total	192,126	00

Length, 19.1 miles.

Cost, $ 10,058.95 per mile.

This estimate approved by:

Office Engineer
(Title) .....

26. Amount of Federal aid desired 192,126.00
(State in lump sum or percentage, but not both.)

27. Payment desired on completion or as work progresses [redacted]

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project [redacted]

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

[redacted]
(Official title of Highway Department.)

By [redacted]

[redacted]
(Title of officer.)

By [redacted]

[redacted]
(Title of officer.)

By [redacted]

[redacted]
(Title of officer.)

8—4356

State.....Oregon.....

Project No.....83.....

Form P.R. 26
Bureau of Public Roads

C E R T I F I C A T E

That the road embraced in project statement will be a part of 7 percent system of Federal aid highways.

(Date).....July 25, 1922.....

THE SECRETARY OF AGRICULTURE,
Washington, D.C.

Sir:-

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system of primary or interstate and secondary or intercounty highways to be selected under the provisions of Section 6 of the Federal Highway Act, approved November 9, 1921, and that it will be included in said system as a .....Primary..... highway.

.....OREGON STATE HIGHWAY COMMISSION.....
(Official tital of Highway Department)

By.....
(Title of officer) Chairman

By.....
(Title of officer) Commissioner

I concur:

By .....
(Title of officer) Commissioner

.....
District Engineer.

By.....
(Title of officer)

(Date).....

(Note:- This certificate should be executed in the same manner as now provided in State law for the execution of project agreements.

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT. GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED at 7 STATE STREET OREGON

B15PO C39 COLLECT NL 48 AND 72

PR 83/

LAKEVIEW ORG JUL 14 1922

REFERRED TO Project BY H. N.

HERBERT NUNN

C-10 STATE HIGHWAY ENGR SALEM ORG

COMMISSION ORDERS FORTKLAMATH LAMMS MILL SUBMITTED AS FEDERAL AID PROJECT AND ORDERS GRADING ADVERTISED FOR AUGUST MEETING STOP PLEASE SEND STEBBINS AT KLAMATHFALLS ALL DATA NEEDED FOR STAKING LINE IN FIELD STOP EXPECT TO ARRIVE BEND SATURDAY NIGHT

R A KLEIN

905A

Very truly yours,

C. H. PURCELL
District Engineer

Per W. L. Farmer
Acting

Received C.K. E.J.

RECEIVED JUL 11 1922 OREGON STATE HIGHWAY COMMISSION

RF 47

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Dalles-California Highway

POST OFFICE BUILDING,
PORTLAND, OREG.

July 10, 1922.

REFERRED TO
BY H. N.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In response to your letter of July 3d we are forwarding under separate cover the following records of the Lamm's Mill - Crater National Forest Section of the Dalles-California Highway:

Profile tracing sta. 1801 to 2454
Plotted cross section sta. 1749 to 1954

The note books are in the possession of our resident engineer, E. R. Green at Crescent, and we are instructing him to forward them to you direct.

The southern limit of the forest road project is station 1932. The first unit upon which bids will be received July 21st extends for 20 miles to the north of this project.

Very truly yours,

C. H. PURCELL
District Engineer

Per H. L. Farmer
Acting

Received 12 K. E.A.D.

RECEIVED
JUL 11 1922
OREGON
STATE HIGHWAY COMMISSION

CONTRACT #599

SEE:
CONTRACT #598

599 SEE: Contract 598

CONTRACT #601

PR 81 Madras-North 1922-1924

601

PR 81 Madras-North 1922-1924

601

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No. .....

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
JUN 12 1924
STATE

June 10, 1924.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention: Mr. J. W. DeSouza

Reference is made to your recent verbal request for information as to reason for increasing amount of Federal aid paid on final voucher covering Oregon No. 81, Madras-North Section of The Dalles-California Highway.

There is herewith attached a memorandum which accompanied the final voucher giving the reasons for this increase. By changing the amount opposite "A" to $108,105.30 instead of $107,357.80 left the overruns as $11,708.38. The amount opposite "E" was changed to $10,810.53 which changed the Total Engineering and Contingencies to $20,267.66. Under Recapitulation the Total Cost remains the same, but the total cost on which Federal aid is computed was changed to $118,915.83, and the maximum Federal aid to $72,701.24.

Very truly yours,

C. H. PURCELL, District Engineer,

By [signature]
Acting.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No. .....

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
JUN 12 1924

June 10, 1924.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

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There is herewith attached a memorandum which accompanied the final voucher giving the reasons for this increase. By changing the amount opposite "A" to $108,105.30 instead of $107,357.80 left the overruns as $11,708.38. The amount opposite "E" was changed to $10,810.53 which changed the Total Engineering and Contingencies to $20,267.66. Under Recapitulation the Total Cost remains the same, but the total cost on which Federal aid is computed was changed to $118,915.83, and the maximum Federal aid to $72,701.24.

Very truly yours,

C. H. PURCELL, District Engineer,

By W. M. Davis
Acting.

B-3

February 5, 1924.

Memorandum to accompany final voucher in triplicate for Oregon Federal Aid Project No. 81 for the period October 11, 1923 to December 31, 1923, in the amount of $11,449.33. The voucher has been increased by $502.69.

The voucher shows under the heading A - agreement estimate - the amount of $107,357.80 in place of the correct amount of $108,105.30.

Making this change we find the amount now due the State to be $11,952.02, in which amount payment is recommended.

Gifford Shoemaker

Acting Chief, Division of Construction.

May 6, 1924.

Mr. R. P. Newland,
Resident Engineer,
Madras, Oregon.

Dear Sir;

With the receipt of a warrant from the City of Madras we have no invoice or memorandum giving the job number for credit of this amount, $5.69, which was in payment for use of truck and grader one day.

Will you please advise by early mail the proper job to credit and the date of the rental of this equipment, and oblige,

Very truly yours,

ROY A. KLEIN

State Highway Engineer.
By

LKM

April 15, 1924.

Mr. C. W. Wanzer,
Division Engineer,
The Dalles, Oregon.

Dear Sir;

With regard to your letter of the 11th inst. covering the use of truck and road-grader by the City of Madras; we would be glad to have you give the information as to the job number and the account number for proper credit of this amount.

Upon receipt of the information we will credit the $5.69 in the regular manner. Kindly give the date on which the equipment was in use by the City of Madras, which was not stated in your letter.

Very truly yours,

LMH

State Highway Engineer.

W. H. MALONE, CORVALLIS | COMMISSIONERS | STATE HIGHWAY ENGINEER AND SECRETARY

16-1

OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon - April 11, 1924

APR 12 1924

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

Attention L. N. Meyers.

Dear Sir:

Please refer to your letter of April 8th, in connection with the amount of $5.69 received from the City of Madras, and for which you state that you have no record of the transaction.

For your information, will state the facts, as shown by my correspondence as follows, On January 29th, Mr. Newland wrote me as follows: "The City of Madras has requested the use of our truck and grader for the purpose of backfilling a ditch. Please advise me if I can let them have the use of our equipment with blademan and truck driver, and if so, at what rate".

On February 2nd, I authorized him to allow the City of Madras the use of the equipment, with our men, charging the City at our regular rates at actual cost.

I heard nothing further in this connection until the receipt of your letter of March 28th, when I took the matter up with Mr. Newland, a copy of his reply being attached hereto. I have no record of the statement to which he refers, and have this date, written him for a duplicate copy, which I will forward to you upon receipt of same.

At the time Mr. Newland requested authority for the City to use the equipment, I was under the impression that the work would take a few days, but from the report of Mr. Newland, it seems that it took only one day, which was Sunday, they paying the labor direct.

In view of the above, I think that on account of the small amount which the bill amounted too, I would be entirely within reason to charge off the account, and return the check to the City, however, I suggest this subject to the consideration of Mr. Klein.

Yours very truly,

C. W. Wanzer,
Division Engineer.
by H.N. Hackett.

Cash check
file

Encl
HNH-vc

cc r.p.newland

Maupin, Oregon - April 3, 1924

Mr. C. W. Wanzer
Division Engineer
The Dalles, Oregon

APR 12 1924

Dear Sir:

Regarding your inquiry concerning the bill against the city of Madras. I am unable to find my copy of the bill and think possibly I might have sent it to Mr. Hodge together with some correspondence regarding the maintenance.

I made an itemized statement of the rental of the truck and grader together with the cost of the gas and oil and sent it to the city. The work was done on Sunday and the truck driver and helper were to be paid direct by the city council for their trouble. A copy of this statement was sent to your office at the time.

(Signed) R. P. Newland

April 8, 1924.

Mr. C. W. Wanser,
Division Engineer,
The Dalles, Oregon.

Reply to Mr Kline 4/12/24

Dear Sir;

Wrote you March 28th as follows;

' We are in receipt of a check in the amount of $5.69 from the City of Madras, on which there is notation to the effect that this amount covers truck rental.
Will you kindly advise with the detailed information for this charge, as we have no record of it in this office.'

Have no record of a reply to the above to date: Will you kindly let us have this information by early mail ? Please send copy of the invoice if it is convenient for you, designating same for attention of L. N. Myers.

Yours very truly,

LNM State Highway Engineer.

PR#81

February 7, 1924.

Mr. D. M. Clark,
Kelso, Washington.

Dear Sir:

Receipt is acknowledged of your letter of February 3rd, with furt er reference to the final estimate quantities for certain portions of the Madras-Wasco County Line Section.

The quantities given in our previous letter as the quantities between stations 329+30 and 371 and between stations 605+50 and 701+30, are, we are quite certain, the quantities of work which you have in mind as being between stations 329+50 and 369+60 and between stations 607 and 699. In order to complete the grading within the limits of your subcontract, you apparently had to haul some of the excavated materials a short distance beyound those limits, and you apparently also had to run your borrow pits beyond those limits. It is this slight lapping over of embankments and borrow pits that causes the discrepancies between the station numbers which we give and those which you give. The limits of work under subcontracts as actually performed, very seldom check out exactly with the limits given in the subcontract. The work under subcontracts must be extended or cut-off to the points where the hauls naturally divide.

As the preparation of a copy of the Hore & Anderson final estimate will take the time of one man for about two days, we cannot furnish same without charge. A copy will be furnished, however, upon receipt of a remittance of $15.00 made payable to the "Oregon State Treasurer".

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:TW

DR#81

February 7, 1924.

Mr. D. M. Clark,
Kelso, Washington.

Dear Sir:

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Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:TW

Kelso Wn. Feb 3 – 24

Oregon State Highway Com

Salem Ore

RECEIVED
FEB 4 1924

Gentlemen:-

Received your letter and estimate on the Moore & Anderson work near Madison.

My work was between sta. 329+80 to 369+60 and. Sta. 607. to. 699.

You give me quantities between. 329+30 to. 371. and 3 and. 605+50 to 701+30.

Please ck this over. and. see if you haven't made an error.

I am going to have to start suit against Moore & Anderson for a settlement and want the exact amount.

Also I wish a copy of the entire Estimate of the grading and yardage on the Moore & Anderson contract in Jefferson County as I was Rod keeper for a man Davis who sublet the entire job. Yours Truly D Rutledge

PR#81

January 31, 1924.

Mr. D. M. Clark,
Kelso, Washington

Dear Sir:

In compliance with your request of January 23rd, we are listing below the final quantities allowed to contractors More & Anderson for work done between stations 329+30 and 371+00 of Unit #3, and between stations 605+50 and 701+30 of Unit #5 of the Madras—Wasco County Line Section of The Dalles-California Highway.

STATION 329+30 to STATION 371+00, UNIT #3.

	Common Exc. Cu.Yds.	Intermed. Exc. Cu.Yds.	Solid Rock Exc. Cu.Yds.
Roadbed Excavation	1604.9	- -	4809.9
Borrow "	682.2	- -	- -
Ditch "	- -	- -	98.7
Culvert "	- -	- 8.7	- -
Headwall "	- -	4.6	- -
	2287.1	8.3	4907.6

Overhaul 5549 sta.yds.

STATION 605+50 to STATION 701+30 UNIT #5.

	Common Exc. Cu.Yds.	Intermed. Exc. Cu.Yds.	Solid Rock Exc. Cu.Yds.
Roadbed Excavation	1858.8	1078.6	2274.0
Borrow "	3534.3	1013.2	- -
Ditch "	52.6	91.9	71.6
Culvert "	- -	29.4	- -
Headwall "	- -	18.7	- -
	5445.7	2231.8	2345.6

Overhaul, 3181 sta.yds.

The information available does not enable us to state whether or not all of these quantities were handled under your sub-contract, but we believe

that we are giving sufficient detail to enable you to determine the quantities upon which you are entitled to payment.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:TW

Texas Jan. 23-24 PRH 81

Oregon State Highway Com.
Salem Ore

RECEIVED
JAN 25 1924

Gentlemen:- on Sept 24 I received a copy
of Estimate between Station Nos 329+50 to 399+60
Unit 3. and Sta. 607 to 698 Unit 5-
under the Moore & Anderson contract. on the
Dalles California Highway in Jefferson Co. on.
In this letter you state that this was [illegible]
Final-
I am writing at this time to find out if a final
Estimate has been made. and if so. Please send
me a copy of same.

Yours truly
D. M. Black.

FORM SA 22664 10M-10-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

PR #81

JAN 31 1924
STATE ... NOTED
R.A.K.

The Dalles, Oregon - January 30, 1924

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. S. H. Probert.

Dear Sir:

Referring to your letter of January 12th in regard to the over-run in connection with the grading of the Madras-Wasco County Line Section of The Dalles-California Highway, I beg to submit the following:

GRADING (Over-run $ 5,544.48) This over-run is due to an increase in quantities and not to a radical change in the preliminary classification. The original estimate was for 49,500 cubic yards of excavation, of which 73% was common, 12% intermediate and 15% rock. The final estimate showed 64,000 cubic yards, of which 76% was common, 8% intermediate and 16% rock. While there was an increase of 14,500 cubic yards in quantities the classification which was anticipated by the locating engineer proved to be very close to the final result.

The increse in quantities can be accounted for readily as due to five causes:

1 - Revision in grade.
2 - Revision in alignment.
3 - Revision in bridge and culvert plans.
4 - Rock quantities in cuts breaking too large for shallow enbankments.
5 - Excessive shrinkage in embankment.
6 - Additional grading due to washout after location.

Revisions in the grade line were not large except in two cases, which will be covered under "Bridge and Culvert Revisions," however they served to swell the excavation quantities. The revisions

were for the purpose of drainage and snow protection and were as follows:

219/00 to 229/00
610/00 to 631/50
357/00 to 367/50

There was but one revision in alignment which slightly increased the quantities. At Station 248 a small change was made for the sake of better sight distance.

When the contract was let it was the intention to use culverts in Willow Creek, at Madras, Station 8/50, and a low grade line was laid on the profile, providing practically a ford. This was changed and a bridge was provided, necessitating a grade raise of about eight feet and greatly increasing the grading quantities. At Hay Creek, Station 822, after the contract was let, it was thought best to raise the grade of the bridge approximately three feet. This grade change was responsible for a considerable amount of extra yardage.

At three different points rock fragments broke too large to go into the embankment. This was especially true at the cut at Station 50 where there was a large amount of waste and also considerable extra earth borrow for finishing. At Station 354 and 635 this is also the case in a smaller degree.

Grading work was opened in the fall and a large amount was finished until spring, it having the advantage of winter travel. For this reason, in some cases there was more shrinkage than would normally have been the case.

At station 805 to 810, due to the encroachment of a wash from Hay Creek, it was necessary to grade a considerable berm, which was not contemplated at the time of the original estimate. In this connection also there were a few small channel changes, culvert outlets and road approaches, small in themselves, but all helping to swell the total. These were not originally provided for.

There was a slight gain in haul, due to grade changes and material being too large to haul into the shallow embankments.

CULVERTS (Overrun $1,275.88) This section is subject to heavy rains, with a quick run-off. The culverts seemed to be inadiquate and more were added. Storms since have justified the small increase. No

provision was made in the preliminary estimate for culverts under existing farm and county road intersections. These swelled the total.

CRUSHED ROCK SURFACING (Overrun $849.75) Conditions seemed to justify this small overrun in surfacing quantities, the increase being but 3%. This road was placed under trying conditions, the work being during the dry season, with no water available for sprinkling.

CRUSHED GRAVEL SURFACING (Overrun $1,121.85) The conditions here are the same as in the case of the rock.

FILLER (Overrun $1,841.50) The extremely dry season made it difficult to compact the base. In order to keep the road from ravelling and the base working into the top it was necessary to exceed the preliminary estimate as to filler. After the top was down, there was little moisture and in may places the road showed no tendency to compact, the rock being very clean. For this reason a considerable amount of filler was placed in the top. In the rock cut from Station 580 to Station 590 it was necessary to use filler on the sub-base.

Yours very truly,

C. W. Wanzer,
Division Engineer.

CWW-vc

January 30, 1924

POR 71

Fidelity & Deposit Company of Maryland,
Hansen & Rowland, Inc., Agents,
Tacoma, Washington.

Gentlemen:

In reply to your letter of the 28th inst. requesting the total amount paid to More & Anderson in connection with their contract for the surfacing of the Madras-Whse County Line Section of The Dalles-California Highway, please be advised that this amount was $32,401.03, which includes force account done amounting to $503.14.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RDG:LH

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS *and* BURGLARY INSURANCE
Tacoma Building
TACOMA, WASH.

HANSEN & ROWLAND, INC.
General Agents

Phone Main 393

Tacoma, Wash., January 28, 1924.

State Highway Engineer,
Salem, Oregon.

Dear Sir:

RE: BOND #29991 - MORE & ANDERSON - CONTRACT STATE OF OREGON - SURF. MADRAS-WASCO CO. LINE SECT.OF DALLAS-CALIF. H/W IN JEFFERSON CO.

For the completion of our records will you kindly advise us the total amount paid the contractors on this job, and oblige.

Total Amount $92,401.03

Very truly yours,

ANSWERED H.B.Q.

HANSEN & ROWLAND, Inc.,

L. G. Widell

By

LW.

P.S. Including final payment.

Amt. of Final Payment was $2511.42

Total Amt. Earned was $93,025.06
Deductions — Trucktal 624.03
Total = $92,401.03

...ims, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractors.

Very truly yours,

ROY A. KLEEN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

#601- 160 C.B.

January 22, 1924.

Fidelity & Deposit Company of Maryland,
R. H. Pirney, Agent,
Cosco Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 601 for the construction of the Madras-Wasco County Line Section of The Dalles-California Highway in Jefferson County, consisting of 15.65 miles of surfacing and 9.35 miles of grading, has been completed by the contractors, Hore & Anderson, and that final settlement will be made with said contractors by the State for work done under said contract on or after February 1st 1924.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractors.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

January 12th, 1924.

Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

File PR 81.

Gentlemen:

Herewith we are enclosing four copies of final voucher on the Madras-North Section, Oregon Project No. 81, in the amount of $11,449.33.

Very truly yours,

ROY A. KLEIN
State Highway Engineer
By
Office Engineer.

(Dict. by J. W. DeSouza / TW)

Enclosure.

December 20, 1923

16-2M

Fidelity & Deposit Company of Maryland,
Hanson & Rowland, Inc., Agents,
Tacoma Building,
Tacoma, Washington.

Attention Mr. L. A. Widell.

Gentlemen:

Replying to your letter of the 18th inst. concerning More & Anderson's contract No. 601 for the surfacing of the Madras-Wasco County Line Section of The Dalles-California Highway, please be advised that final payment has not yet been made to the contractors for this work.

Our most recent information indicates that the job was completed on October 29th. In the event that conditions do not arise between now and the time the final warrant is mailed to the contractors, October 29th would be considered the date of completion and acceptance by the State Highway Commission.

The retained percentage that we are now holding on this job amounts to $2,780.09.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

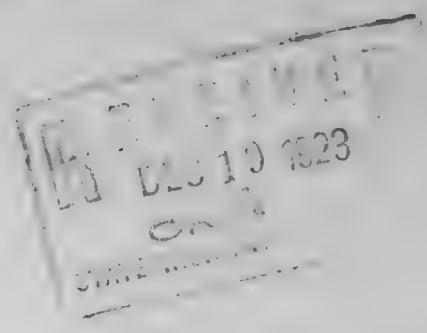
HBG:LH

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS *and* BURGLARY INSURANCE

Tacoma Building
TACOMA, WASH.

HANSEN & ROWLAND, INC.
General Agents
PHONE MAIN 393



Tacoma, Wash., December 18, 1923.

State Highway Engineer,
Salem, Oregon.

Dear Sir:

RE: BOND #29991 - MORE & ANDERSON - CONTRACT FOR SURF. MADRAS-WASCO CO. LINE SEC. OF THE DALLES-CALIF. H/W IN JEFFERSON CO. - CONT. #601

Will you kindly advise date the above contract was officially accepted as completed, and greatly oblige.

Very truly yours,

HANSEN & ROWLAND, Inc.,

By L. L. Willett

H. B. G.

LW.

not yet complete - engineer
est to Dec 1st $2760.09
completed Oct 29
work due to Nov. 10

November 7, 1923.

PTP 81

Fidelity & Depisit Company of Maryland,
Hanson & Rowland, Inc. Agents,
Tacoma Building,
Tacoma, Washington.

Gentlemen:

Receipt is acknowledged of your letter of November 5th relative to the acceptance of contract No. 201, Nore & Ahlgren, Ingrus -Wasco County Line Section in Jefferson County.

Please be advised that the work on this contract 96% complete. The contractors have been paid to October 20th $83,465.52, the retained percent is $6,136.21.

The work on this contract will be completed in a short time and when the final payment is made we will notify your Portland agent, Mr. R. E. Phinney.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
FIDELITY and SURETY BONDS and BURGLARY INSURANCE
Tacoma Building
TACOMA, WASH.

HANSEN & ROWLAND, INC.
General Agents
PHONE MAIN 393

NOV 1 1923

November 5th, 1923

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND #29991-MORE & ANDERSON TO STATE OF OREGON-CONT. FOR SURFACING MADRAS-WASCO COUNTY LINE SECT. OF THE DALLES-CALIF. H/W. IN JEFFERSON CO.

Kindly advise us as to the date above contract was officially accepted as completed, and greatly oblige

Very truly yours,

HANSEN & ROWLAND, Inc.;

By J. G. Widell

LS.

#601 - Jefferson County.
7.11 miles - Wasco County Line.
Last est. was forwarded to Oct-10-1923
Have been paid $83455.32 to date
Retained 4% amount is $6,138.21
96% Completion Oct-10-23

Form 1A—88244—2M—1-23.

R. A. BOOTH, EUGENE, CHAIRMAN
J. S. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

November 5, 1923.

Mr. S.H. Probert,
State House,
Salem, Oregon.

Dear Sir:

Attached please find statement in triplicate, showing the yard miles of haul of crushed rock and filler on the surfacing of the Dalles-California Highway, Madras--North Section.

This work was completed on October 24th.

Yours truly,

L.P. Campbell,
Assistant Engineer

LPC:MC

YARD MILES OF HAUL
on
MADRAS-WASCO CO LINE SECTION
of
THE DALLES-CALIFORNIA HIGHWAY

For month ending November 10, 1923.

	Total to Date	Less Previous Estimate	Total this Period
UNIT 1			
Crushed Rock	13480	13025	455
UNIT 2			
Crushed Rock	17495½	17495½	
UNIT 3			
Crushed Rock	21445	19394	2051
Filler	423½	423½	
UNIT 4			
Crushed Rock	20329½	19957	372½
Filler	1139½	1139½	
UNIT 5			
Crushed Rock	30162	30162	
Filler	2061	2061	

FORM 8A 82385 5M-8-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

16PB - Extra Work Orders
File 53

PR #81

OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon - November 1, 1923

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am enclosing herewith for your approval, Extra Work Orders in duplicate, Nos. 2, 3 and 4, Contract No. 601, Madras-Wasco County Line Section, of The Dalles-California Highway. Also copy of letter supporting same, from Resident Engineer R. P. Newland, which is self-explanatory.

Yours respectfully,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

Encl.
HHH/vc

RECEIVED
NOV 2 1923

Form No. 39—22292—6M—8-23

ORE. ..N STATE HIGHWAY DEPARTM..T

FIELD ENGINEER'S WEEKLY REPORT

Date October 15th, 1923, 192

Job Name Madras-Wasco County Line Units 1-2-3-4-5 FR 8/

Highway Dalles-California

County Jefferson Job Prefix 16PB

Week from Oct 7 to Oct 13

Mail Address Madras

Telegraph or Telephone Address Madras

Express and Freight Address Madras

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The weeks run was without incident. The plant is running smoothly and with the exception of some trimming the work should be completed in about ten days.

RECEIVED
OCT 23 1923
STATE ... COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed R. P. Haviland

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

COMPLETED

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.65

Miles completed 13.96

Miles partially done 1.69

Average daily yardage placed this week 1983

Average daily yardage necessary to complete on time Time Passed

Contractor's average force for week 14 *men,*

5 *teams,* 12 *trucks*

Percentage of total required yardage now in place 85

Surfacing will be completed about Oct 20

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 16 PP *Percentage* 50

Other jobs 33 PK *Percentage* 50

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

October 20, 1923.

Mr. C. W. Wanser,
Division Engineer,
The Dalles, Oregon.

File - PR 61

Dear Sir:

Receipt is acknowledged of your letter of the 16th instant, making inquiry regarding hauling costs on the Madras-Wasco County Line Section, Federal Aid Project #31.

The entries on our books for state hauling to September 30th, amounted to debits of $13,224.30, and credits of $1,151.90, leaving a net balance of $12,072.40. We do not keep any dated records of our daily entries on the books, but as close as we are able to judge, the totals on October 10th, amounted to debits of $14,538.53, and credits of $1,186.10, leaving a net balance of $13,352.43. The records on this date included the September payroll, so it should be fairly accurate as to the total and net expenditures.

We are referring a copy of this letter to Mr. Campbell, and have no doubt that he will be able to supply you with more complete and accurate information regarding the net costs to October 10th.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

(Dict. by J. W. DeSouza / TW)

cc. Mr. L. P. Campbell.

...ER, CHAIRMAN
...N, PORTLAND
...NE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

16PB - Hauling by State Forces
File

OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon October 16, 1923

OCT 17 1923
STATE ... COMMISSION

1281

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding to your office today monthly estimate No. 12, contract No. 601, being the surfacing of the Madras-Wasco County Line Section of The Dalles-California Highway.

On the summary sheet Mr. Newland has left blank the cost of hauling by state forces, as he has no authentic information available as to the exact cost of this hauling.

I would be very glad to have you furnish me with the cost of this hauling by state forces on the above job to date of October 10th, so that we may have this information for our records. As they now stand, the totals shown are the total amount of the contract and do not include the cost of hauling.

Yours respectfully,

C. W. Wanzer,
Division Engineer.

Encl.
A'A/vc

FORM 8A 23000 5M-6-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. BRYAN DUZER, PORTLAND
W. D. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

October 16, 1923.

Mr. S.H. Probert,
State House,
Salem, Oregon.

P.R. 81

Dear Sir:

Attached please find statement in triplicate, showing the yard miles of haul of crushed rock and filler on the surfacing of the Dalles-California Highway, Madras-North section, for the month ending October 10, 1923.

Yours truly,

L.E. Campbell,
Assistant Engineer

WT:MC.

YARD MILES OF HAUL
on
MADRAS-WASCO CO LINE SECTION
of
THE DALLES-CALIFORNIA HIGHWAY

For month ending October 10, 1923.

	Total to Date	Less Previous Estimate.	Total this Period.
UNIT 1			
Crushed Rock	13025	13025	
UNIT 2			
Crushed Rock	17495½	10732	6763½
UNIT 3			
Crushed Rock	19394	13013½	6380½
Filler	423½	423½	
UNIT 4			
Crushed Rock	19957	18199½	17573/4
Filler	1139½	1139½	
UNIT 5			
Crushed Rock	30162	30162	
Filler	2061	2016	

October 4, 192[illegible].

Mr. D. W. Clark,
Vader, Washington.

81PR

Dear Sir:

Receipt is acknowledged of your letter of the 2nd inst. requesting blanks on which to file claims for the monies due you from More & Anderson on state highway work at Madras, Oregon.

In reply will say that we have no special blank forms on which claims of this kind are to be made. We also have no means of passing upon claims against contractors. It has been our practice to always refer the claimant to the surety on the bond furnished by the contractor.

Following out this practice we refer you to the Fidelity & Deposit Company of Maryland, surety on the bond furnished by More & Anderson in connection with their contract at Madras. Mr. R. E. Pinney is the Portland agent for this company. His office is in the Cesco Building.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

Co. Rd. No. 2-23

Oregon State Highway Commission

Salem, Ore.

Gentlemen: Enclosed please find
proper bond and certificate of
title to the property due me from
contractor Moore & Anderson, on the State
Line and State Highway at Ashland.

Yours truly

D. McCormack

Will file bond & certificate
as soon as
Recorded

ANSWERED
H. B. G.

RECEIVED
OCT 4 1923
OREGON
STATE HIGHWAY COMMISSION

WILLIAM DUBY, BAKER, CHAIRMAN
H. B[illegible]AN DUZER, PORTLAND
W. [illegible]ALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Sept. 24, 1923.

P.R. 81

Mr. S.H. Probert,
State House, Salem.

Dear Sir:

Attached please find statement in triplicate, showing the yard miles of haul of crushed rock and filler on the surfacing of the Dalles-California Highway, Madras, North section, for the month ending Sept. 10, 1923.

Yours truly,

L. P. Campbell

L. P. Campbell,
Assistant Engineer.

Encl

YARD MILES OF HAUL
on
MADRAS-WASCO CO LINE SECTION
of
THE DALLES-CALIFORNIA HIGHWAY

For month ending September 10, 1923

	Total to Date	Less Previous Estimate	Total This Period
UNIT 1			
Crushed Rock	13025		13025
UNIT 2			
Crushed Rock	10732		10732
UNIT 3			
Crushed Rock	13013½	1023½	1969½
Filler	425½	425½	
UNIT 4			
Crushed Rock	18199½	18199½	
Filler	1139½	1139½	
UNIT 5			
Crushed Rock	20162	20162	
Filler	2041	2041	

September 26, 1925.

PR#81

Mr. D. M. Clark,
Vader, Washington.

Dear Sir:

Receipt is acknowledged of your letter of September 18, requesting the quantities of excavation moved upon certain portions of the Madras-Wasco County Line Section of The Dalles-California Highway.

We find that the last monthly estimate upon which the quantities between the station limits mentioned in your letter are shown in detail, is the estimate covering work done to July 10. The excavation and overhaul quantities shown upon this estimate for the portions of work in which you are interested are as follows:

Stations 329+50 to 369+60 - Unit #5:-

Common Excavation	2,287	cubic yards
Intermediate "	8	" "
Solid Rock "	4,908	" "
Overhaul	5,549	yd.stations

Station 607 to 629 - Unit #5:-

Common Excavation	5,355	cubic yards
Intermediate "	2,206	" "
Solid Rock "	2,348	" "
Overhaul	8,830	yd.stations

The above quantities include excavation for culverts and headwalls as well as roadbed excavation.

We do not represent the quantities given above to be the correct quantities moved between the station numbers given, nor to be the quantities upon which you are entitled to payment as sub-contractor. As stated in our previous letter, the accurate quantities can not be furnished until all work under the Hare and Anderson Contract is completed, and

until a check of the quantities has been made in this office. You would be able, however, to obtain an approximate estimate by applying to our Resident Engineer, Mr. R. P. Newland at Madras. Any estimate that would be given you by Mr. Newland would, however, be subject to correction at any time prior to the making of our final settlement with contractors More and Anderson.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

BEP:AP

CC Mr. R. P. Newland, Res. Engr.,
Madras, Oregon.

Sta. 5295 - 369+60

Com. Exc. - 2287 cy.
Inter " - 8 "
SR - 409
Overhaul - 5341 sta. ft.
12" G.I. Pipe - 16 ft
Class "A" Conc. - 18 cu yds
Crushed Gravel Surfacing - 1023
Filler - 450 cy.

Unit #5 - Sta. 607 — 699

Com. Exc. - 5355 cy.
Inter. - 2106 cy.
S.R. - 2348 cy.
Overhaul - 2850 sta ft
12" Pipe G.I. - 58 ft.
18" G.I. Pipe - 148 ft.
Class "C" Conc. - 1039 cu yds
Broken Stone Surf - 3889 cu yds
" Maint. - 98
Filler - 1203 cu yds.

RECEIVED
SEP 20 1923
OREGON
STATE HIGHWAY COMMISSION

Sept 15-23

...s letter dated
...Description is
...ve added under.
...Please give the
...d Over Hallow

...received at Sta
...(3) 4th to 329+...

...sum, as possible.
...mission days.

ANSW
S. H. PRO

RECEIVED
SEP 20 1923
OREGON
STATE HIGHWAY COMMISSION

Yaquina Wash Sept 15-23

Oregon State Highway Comm.
Salem Ore.

Gentlemen:- In reply to your letter dated Sept. 1st. The following discription is the part of construction work we bid under the Moore & Anderson contract. Please give the granities of each classification and over Haulage each Unit seperate.

Our work in Unit(5) commenced at sta No. 607+00 to 699+00 and in Unit(3) sta No 329+00 to 370+00

Please send. these granities as soon as possible. In filing a claim with the commission do you notify the Bonding Co.

Yours truly.
D. H. Blank.

ANSWERED
S. H. Probert

February 6th, 1923.

Mr. R. P. Rowland,
Resident Engineer,
Madras, Oregon.

PR #8

Dear Sir:

Receipt is acknowledged of your letter of February 5th with further reference to the matter of payment for the installation on Job 16 PB of the culvert pipe left on hand at the completion of Job 16 DA.

The plan outlined in your letter of securing from the contractor on Job 16 PB a quotation of a unit price for the installation of this culvert pipe is entirely satisfactory, particularly in view of the fact that you propose also to have him install certain second hand pipe which will be salvaged from the old road.

We shall make note of the fact that this new pipe left over from 16 DA is being installed on Job 16 PB, and we shall arrange to make the necessary transfer of charges as soon as we have received from the Contractor on Job 16 DA, his quotation of price for the pipe left on hand.

Transfer Made May 29, 1923. Stat. #5880

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

HEP:AP

cc Mr. C. W. Wanser, Div. Engr.,
The Dalles, Oregon.

COMMISSIONER

...KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PR#81

Madras, Ore.
Feb., 5, 1923.

RECEIVED
FEB 6 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Mr. Probert

Dear Sir:-

Regarding your letter of Jan., 31, concerning culvert pipe furnished to the contractor.

On Unit #6 we furnished the contractor with second hand pipe, salvaged from the job, and I was advised to carry this at the contractors bid price minus his actual post price, but instead of carrying a new unit price on the estimates, to reduce the old pipe to linear feet of new pipe on the estimates. This was done but a question arose and I was asked to get a unit price from the contractor for installation. This I have requested from him.

When the work on Job 16PB came up we had one length of new pipe on hand and also some old pipe and also the possibility of later wanting to furnish a small extra amount for road approaches. I therefor asked the contractor for a unit price on installation, to become a part of the contract and have sent his bid in. This was in accordance with my instructions on the work on Unit #6 (16DA)

I find that force account does not work well on these small jobs. The work is not done continuously and cannot very well be watched and checked. We are very apt to be overcharged and billed for installation and excavation also, the later being covered by the unit costs. It is therefor preferable to sell the pipe outright to the contractor.

In the case we sell the pipe however please advise me as to the rate. It would seem only correct that regardless of the cost to us we bill the contractor for the pipe at his cost for culvert pipe on the ground.

I trust that you will let the unit prices offered by the contractor go through as this will greatly simplify the field work. The amount involved is not large.

Very truly yours,

(Newland)

CC C.W.Wanzer

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

March 31st, 1928.

PH - 81

Gentlemen:

Herewith we are enclosing six copies of detailed estimate on the Madras-North Section, Oregon Project #81.

This estimate has been revised to cover the contract prices on the bridge at Station #822.

As the Federal Aid requested on this estimate is slightly less than in the executed agreement, it will be satisfactory to us either to execute a modified agreement or to leave the Federal funds as they now are, and to simply substitute this estimate as a basis for preparing vouchers. Please advise us which action you deem preferable.

Yours very truly,

[redacted]
State Highway Engineer

By

Office Engineer

Dict. by J. W. De Soum

EH

enc.

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 81

Madras-North Section of The Dalles-California Highway in Jefferson County

(Estimate as basis for Modified Agreement. Based on Contract Prices)

5.55 mi. Grad. - 15.65 mi. Surf. — Salem, Oregon, March 5, 1935.

Unit 1 - 1.02 miles

2,400	Cu. Yds.	Common Excavation	$ .27	$ 648.00
100	"	Intermediate "	.70	70.00
2,300	"	Solid Rock Excavation	1.20	2,760.00
3,900	Sta. Yds.	Overhaul	.05	195.00
24	Lin. Ft.	12" Corr. Galv. Iron Pipe	2.69	64.56
30	"	24" " " " "	5.15	162.50
4	Cu. Yds.	Class "C" Concrete	30.00	120.00
2,200	"	Crushed Gravel Surfacing	1.35	2,970.00
200	"	Filler	.50	100.00
11,000	Yd. Mi.	Surfacing Haul (State Forces)	.25	2,750.00
				$9,840.06

Unit 2 - 1.80 miles

3,900	Cu. Yds.	Crushed Gravel Surfacing	1.35	$ 5,265.00
400	"	Filler	.50	200.00
14,000	Yd. Mi.	Surfacing Haul (State Forces)	.25	3,500.00
				8,965.00

Unit 3 - 4.12 miles

All Required		Clearing and Grubbing		50.00
17,800	Cu. Yds.	Common Excavation	.27	4,806.00
3,100	"	Intermediate Excavation	.70	2,170.00
3,600	"	Solid Rock "	1.20	4,320.00
9,600	Sta. Yds.	Overhaul	.05	480.00
390	Lin. Ft.	12" Corr. Galv. Iron Pipe	1.72	670.80
56	"	18" " " " "	2.69	150.64
50	"	24" " " " "	5.15	162.50
13	Cu. Yds.	Class "C" Concrete	30.00	450.00
9,000	"	Crushed Gravel Surfacing	1.35	12,150.00
900	"	Filler	.50	450.00
14,000	Yd. Mi.	Surfacing Haul (State Forces)	.25	3,500.00
				29,389.94

Unit 4 - 4.50 miles

2,500	Cu. Yds.	Crushed Gravel Surfacing	1.35	3,375.00
7,400	"	Broken Stone Surfacing	1.65	12,210.00
1,000	"	Filler	.50	500.00
14,500	Yd. Mi.	Surfacing Haul (State Forces)	.25	3,625.00
				19,710.00

Unit 5 - 4.15 miles

All Required				
15,000	Cu. Yds.	Clearing and Grubbing		30.00
2,000	"	Common Excavation	.27	4,266.00
1,600	"	Intermediate "	.70	1,960.00
4,500	Sta. Yds.	Solid Rock "	1.20	1,920.00
290	Lin. Ft.	Overhaul	.05	225.00
200	"	12" Corr. Galv. Iron Pipe	1.72	496.00
50	"	18" " " " "	2.69	538.00
25	Cu. Yds.	24" " " " "	3.25	97.50
30	"	Class "C" Concrete	20.00	600.00
9,000	"	Rip Rap	2.25	67.50
900	"	Broken Stone Surfacing	1.65	14,850.00
24,000	Yd. Mi.	Filler	.50	450.00
		Surfacing Haul (State Forces)	.25	2,000.00
				$1,618.00

Bridge Sta. 522

180	Cu. Yds.	Class "A" Concrete	23.00	4,140.00
22,000	Lbs.	Metal Reinforcement	.08	1,760.00
1,100	Lin. Ft.	Piling	.75	825.00
155	"	Handrail	5.00	775.00
180	Cu. Yds.	Excavation	1.50	270.00
20	"	Excavation below plans	5.00	100.00
				7,870.00

Cost per mile $7,545.91

Sub-total	$ 107,357.00
10% Eng. & Cont.	10,736.00
	$ 118,093.00

State Funds Available $45,895.05

Federal Aid Requested 72,198.55

$ 118,093.00

Federal Aid Recommended _____

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

March 1, 1923.

MAR 3 1923

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon 81, (Madras-North section of The Dalles-California Highway), have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell,
District Engineer.

Form P. R. 2

State Oregon

Project No. 81

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of January, 1923, by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes"; and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 1st day of July, 1922, a project statement, which was approved by the Secretary on the 7th day of September, 1922; for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on October 4, 1922, and approved by the Secretary on the 16th day of Nov., 1922; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of seventy-two thousand, seven hundred one and 24/100

dollars ($72,701.24) or 41.1678 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State ...From sale of bonds authorized by Legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920... By act of the Legislature of ... (date and citation), appropriating ... dollars.

*(b) By the County ... of ... By tax levy or bond issue authorized by act of ... (date and citation).

*(c) ...

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0 at north end of F.A.P. No. 39 in the town of Madras and survey station 826+26.8, 5.54 miles south of Jefferson-Wasco Counties line, 400 feet beyond the crossing of Hay Creek

terminal points, a distance of 15.65 miles, known locally as the Madras-North Section of The Dalles Highway, Jefferson County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(b) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid.

(d) No part of the United States' prorata share of the cost of this project chargeable against the appropriation authorized to be made by Section 4 of the Post Office Appropriation Act of June 19, 1922 (Pub. No. 344, 67th Congr.), shall be paid unless, and until, funds from which such payment may be made shall actually have been made available by Congress.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of **seventy-two thousand, seven hundred one and 24/100** dollars, certified to the Secretary of the Treasury as above mentioned, being **61.13673** per cent of **one hundred eighteen thousand, nine hundred fifteen and 83/100** dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT .....

..... (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

..... the State Treasurer (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... State (State or county.) of ..... Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $19,869.44 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and of Nov. 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $19,869.44 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and of Nov. 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

.....

, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 16th day of February, 1923.

STATE HIGHWAY COMMISSION OF OREGON

(Official title of Highway Department.)

By .....

Chairman, State Highway Commission

(Title of officer.)

By .....

Member, State Highway Commission

(Title of officer.)

[SEAL.] By .....

Member, State Highway Commission

(Title of officer.)

By .....

.....

(Title of officer.)

By .....

.....

(Title of officer.)

By .....

.....

(Title of officer.)

[SEAL.] .....

Acting Secretary of Agriculture.

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).*)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF ..... Oregon .....

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of ..... Oregon .....

for the construction of a rural post road between ..... survey station 0 at north end of F.A.P. No. 39 in the town of Helms and survey station 226+26.8, 5.14 miles south of Jefferson-Knox Counties line, 420 feet beyond the crossing of Hay Creek ..... locally known as ..... the Helms-North Section of The Dalles Highway, Jefferson County, ... and designated in the records of this Department as Project No. ..... 81 ....., State of ..... Oregon .....

SECOND. That in accordance with said provisions I have approved the sum of $ ..... 118,915.65 ..... as the total estimated cost of said project, and the sum of $ ..... 72,701.24 ..... as the share of the United States, payable under said acts on account of such project, which does not exceed 61.12675 per cent of said total estimated cost.

Done in the District of Columbia, this ..... 16th ..... day of ..... February .....

one thousand nine hundred and ..... Twenty-three ....., as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4820

CWB

March 30, 1923

Mr. C. W. Wanzer,
Division Engineer,
The Dalles, Oregon.

16PB

Dear Sir:

I am handing you herewith a copy of executed agreement between the State Highway Commission and Fred Fisher for the purchase of 20,000 cubic yards, more or less, from his property for use as surfacing materials on the Wasco County Line Section of The Dalles-California Highway, contract No. 601.

Please forward this copy to Mr. Fisher at your convenience.

Very truly yours,

Secretary.

RAK:LM

1 Encl.

(Contract No. M-117)

...GENE, CHAIRMAN
...N, PORTLAND
...BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

16PB - Fisher Gravel SALEM
File 13. The Dalles, Ore., March 19, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
MAR 21 1923
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith triplicate copies of an agreement with Fred Fisher for the purchase of 20,000 cubic yards of gravel, more or less, from his property for use in surfacing on the Madras-Wasco County Line Section, Contract No. 601.

You will note that Mr. Fisher has already signed this agreement, but it has not yet been signed by the members of the State Highway Commission. One copy should be returned for our files, and one copy for Mr. Fisher.

Yours truly,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

AMA:kl
Encls.

PR81

File 16PB - 25.

The Dalles, Ore., Feb. 15, 1923.

RECEIVED
FEB 16 1923
OREGON
STATE HIGHWAY COMMISSION

Moro & Anderson,
Madras, Oregon.

Gentlemen:

I have received a copy of letter written you by Mr. R. P. Newland under date of February 13th in regard to the location of your quarry site on Unit 4, stating that you propose to set up your plant at a point approximately five hundred feet east of Station 574. I wish to confirm Mr. Newland's letter in every respect.

While our contract specifies that the State will stand the expense of securing gravel pits and rock quarries, please be advised that in our proposal the quarry specified for this unit was at Station 575, adjacent to the road, and located upon a Government forty, and materials obtained from this proposed quarry site would be at no cost to the State, whereas your proposed site, while situated on the same ridge, and the same kind of rock, is located just over the section line, and on a forty privately owned, I believe, by Mr. Hangeberg, and while we will make no objection to your obtaining material from this point as selected by you, it must be with the distinct understanding that there will be no cost or liability to the State in regard to the same. In other words, you will have to make your own deal with the owner above mentioned, and pay all costs or damages that may accrue on account of entering his premises and taking material therefrom.

Unless you can make satisfactory terms, and agree to assume all expense connected therewith that might be incurred from the taking of material from privately owned property, we will insist upon you locating your quarry upon the Government owned land as originally specified. I have no doubt but what you can probably make arrangements to use the quarry you propose at a nominal figure, and will have no objection to the same, providing, as stated above, that you assume all costs in connection therewith.

Kindly write me a letter stating that you will assume all the above costs and relieve the State from any liability regarding

the above mentioned site in case you decide to take material from this private property. An early reply to the above will be appreciated.

Yours very truly,

C. W. Wanzer,
Division Engineer.

CWW:kl

cc. Mr. Herbert Munn
cc. Mr. R. P. Newland

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

January 17, 1923.

RECEIVED
JAN 18 1923

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We enclose herewith three copies of proposed agreement on Oregon 81, Madras-North, 15.65 miles crushed gravel and crushed rock, for the signature of the State Highway Commission.

Recommendation for approval has been made upon the understanding that foundation conditions for the bridge at Station 822 will be inspected and approved by this office during construction, and that prior to construction the State will furnish revised plans of said structure, showing corrections in the reinforcement as agreed upon.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

Enclosure

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT NO. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

January 17, 1923.

RECEIVED
JAN 18 1923

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We enclose herewith three copies of proposed agreement on Oregon 81, Madras-North, 15.65 miles crushed gravel and crushed rock, for the signature of the State Highway Commission.

Recommendation for approval has been made upon the understanding that foundation conditions for the bridge at Station 822 will be inspected and approved by this office during construction, and that prior to construction the State will furnish revised plans of said structure, showing corrections in the reinforcement as agreed upon.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

Enclosure

Form 2A—90645—476—12-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

16PB - Estimate.
File 55.

The Dalles, Ore., Jan. 16, 1923.

PR 41

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please note the attached letter from R. P. Newland in regard to payment of construction materials on hand in Estimate No. 2, Contract 601. Possibly this has been omitted from the above estimate. However, we are today forwarding Estimate No. 3 for work done to January 10th, which includes statement of all construction materials on hand as of January 10th, and it is thought that no correction will now be necessary in the previous estimate.

Yours truly,

RECEIVED
JAN 18 1923
STATE HIGHWAY COMMISSION

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

AMA:kl

cc. R. P. Newland.

Take care of on Jan Est.

C O P Y

Madras, Oregon Jan. 15, 1923.

Mr. C. W. Wanzer,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

On the December 10 estimate for More and Anderson on Contract # 601, I allowed $ 1,325.88 for culvert pipe on hand.

Mr. Anderson was in yesterday and stated that he had received his estimate and voucher but that he had not been allowed this item. He wanted to know if this was an oversight.

Very truly yours,

R. P. Newland.

RECEIVED
JAN 18 1923

16 Dec 22

November 27, 1922

More & Anderson,
Heppner, Oregon.

Gentlemen:

I am handing you herewith an executed copy of contract No. 601 which provides for 9.35 miles of grading and 15.65 miles of surfacing between Madras and the Wasco County Line on The Dalles-California Highway in Jefferson County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM
1 Encl.

Form No. 39. Report #1

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RR 8 1

Date Oct. 22, 1922., 192.

Job Name Madras-Wasco County Line Units 1,2,3,4,5.

Week from Oct 16th to Oct 21

Mail Address Madras

Highway Dalles-California

Telegraph or Telephone Address Madras

County Jefferson Job Prefix 16FB

Express and Freight Address Madras

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors have subbed the grading to W.D.Davis, who is startinga camp about the center of Unit #5. It is the intention to get this end completed first as it is probable that the crushing will be started in the rock quarry before the gravel pit is opened up. The line has been retraced through about two thirds of Unit #5 and also on the portion of unit #3 which does not conflict with the present road.

NOTED
WARNER

(See back of this sheet for instructions and detailed information.)

Signed R.P.Kenfield

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project 9.35

Miles completed 0

Miles completed except finishing 0

Miles covered by contractor's forces 0

Miles cross-sectioned 0.1

Miles cross-sections completed and checked 0

Miles to be remeasured 9.35

Number men in Engineering Party 3

Contractor's average force for week 4 men,

No teams, No steam shovels

Grading work will be completed about ?

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 13.65

Miles completed 0

Miles partially done 0

Average daily yardage placed this week 0

Average daily yardage necessary to complete on time 111

Contractor's average force for week 0 men,

0 teams, 0 trucks

Percentage of total required yardage now in place 0

Surfacing will be completed about ?

Number men in Engineering Party 0

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 16 PB Percentage 44

Other jobs 16 DA Percentage 18

Other jobs 9 YC Percentage 37

Other jobs 33 GD Percentage 1

October 14th, 1922.

Bureau of Public Roads,
Portland, Oregon.

P R 81

Gentlemen:

Herewith we are enclosing six copies of Estimate as Basis for Project Agreement on the Madras North Section of The Dalles California Highway in Jefferson County.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By
Office Engineer.

Mic by J. W. DeYoung

AP
Encl.

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 82

NEAR'S NORTH SECTION OF THE DALLES-CALIFORNIA HIGHWAY

IN JEFFERSON COUNTY

(Estimate as basis for Project Agreement)
(Based on Contract Prices, except Bridge at Sta. 812)
9.38 Mil. Grad. - 15.65 Mi. Surf. — Salem, Oregon, October 12, 192

Unit No. 1 - 1.28 Miles

1,400	cu.yds	Common Excavation	.37	$ 518.00
100	cu.yds	Intermediate Excavation	.70	70.00
2,700	cu.yds	Solid Rock Excavation	1.50	2,700.00
3,900	Sta.yds	Overhaul	.05	195.00
84	lin.ft.	18" Corr. Galv. Iron Pipe	2.68	64.56
50	lin.ft.	24" " " " "	3.35	168.00
4	cu.yds	Class "C" Concrete	30.00	120.00
2,200	cu.yds	Crushed Gravel Surfacing	1.35	2,970.00
200	cu.yds	Filler	.60	120.00
11,000	Yd. Mi.	Surfacing Haul (State Forces)	.20	2,200.00

Unit No. 2 - 1.90 Miles

3,900	cu.yds	Crushed Gravel Surfacing	1.35	5,265.00
400	cu.yds	Filler	.50	200.00
14,000	Yd.Mi.	Surfacing Haul (State Forces	.20	4,200.00

Unit No. 3 - 3.18 Miles

All Required		Clearing and Grubbing		50.00
17,800	cu.yds	Common Excavation	.27	4,806.00
3,100	cu.yds	Intermediate Excavation	.70	2,170.00
3,600	cu.yds	Solid Rock Excavation	1.20	4,320.00
9,600	Sta.yd	Overhaul	.05	480.00
300	lin.ft.	12" Corr. Galv. Iron Pipe	1.72	570.00
56	lin.ft.	18" " " " "	2.69	150.64
50	lin.ft.	24" " " " "	3.25	162.50
15	cu.yds	Class "C" Concrete	30.00	450.00
9,000	cu.yds	Crushed Gravel Surfacing	1.35	12,150.00
900	cu.yds	Filler	.50	450.00
14,000	Yd.mi.	Surfacing Haul (State Forces	.30	4,200.00

Unit No. 4 - 4.82 Miles

3,500	cu.yds	Crushed Gravel Surfacing	1.35	$ 3,375.00
7,400	cu.yds	Broken Stone Surfacing	1.65	12,210.00
1,000	cu.yds	Filler	.80	800.00
14,800	yd.mi.	Surfacing Haul (State Forces)	.30	4,380.00

Unit No. 5 - 4.16 Miles

All Required		Clearing and Grubbing		80.00
15,000	cu.yds	Common Excavation	.47	4,246.00
2,000	cu.yds	Intermediate Excavation	.70	1,400.00
1,000	cu.yds	Solid Rock Excavation	1.80	1,800.00
4,000	Sta.yd	Overhaul	.05	225.00
230	lin.ft.	12" Corr. Galv. Iron Pipe	1.72	396.00
200	lin.ft.	18" Corr. Galv. Iron Pipe	2.69	538.00
50	lin.ft.	24" Corr. Galv. Iron Pipe	3.35	97.50
25	cu.yds	Class "C" Concrete	20.00	500.00
30	cu.yds	Rip Rap	2.25	67.50
9,000	cu.yds	Broken Stone Surfacing	1.65	14,850.00
900	cu.yds	Filler	.50	450.00
24,000	Yd.Mi.	Surfacing Haul (State Forces)	.30	7,200.00

Bridge Station 822

120	cu.yds	Class "A" Concrete	37.00	4,440.00
22,000	lbs.	Metal Reinforcement	.06	1,320.00
1,100	lin.ft.	Piling	1.00	1,100.00
155	lin.ft.	Handrail	4.50	697.50
180	cu.yds	Excavation	3.00	540.00
30	cu.yds	Excavation below plan. elev.	5.00	150.00

Sub-total	$ 111,980.50
10% Engr. & Cont.	11,198.05
Total	$ 123,178.55

Cost per Mile $ 7,870.81

State Funds Available	$ 47,871.15
Federal Aid Requested	75,307.40
	$ 123,178.55

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

September 20, 1922.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Secretary of Agriculture approved Project Statement covering Oregon Federal aid project No. 81, on September 7, 1922. This approval was made subject to the condition that the classification of the project as a primary or secondary road will be determined at a later date.

Very truly yours,

C. H. Munn

District Engineer.

RECEIVED
SEP 21 1922
OREGON
STATE HIGHWAY COMMISSION

STATE Oregon

PROJECT No. 82
(Not to be filled in.)

FORM P R 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

RP 41

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) July 1, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 81 Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Madras - North Section of The Dalles - California Highway
2. Located between Madras and Jasco County Line-, County of Jefferson
3. Points of beginning and ending From the north end of Project 39 to a point 5.84 miles south of the Jefferson - Jasco County Line
4. Length in miles (gross) 15.64 (net) 15.64

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—1256

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? no

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) portion of The Dalles California Highway

11. Improved roads adjacent or contiguous and type of each graded and surfaced road on north and south

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 3, (*b*) passenger motor vehicles 45, and (*c*) horse-drawn vehicles 1

13. Local traffic, approximate average daily number of (*a*) trucks 1, (*b*) passenger motor vehicles 5, and (*c*) horse-drawn vehicles 3

14. Description and present condition of traveled way unimproved earth road, except 6.3 miles which have been grade to state standards.

15. Proposed width of surfacing 18 ft.; feet between ditches 24 ft.; approximate maximum gradient 5 per cent.

16. Proposed type of construction 15.64 Mi surfacing, 9.37 mi. grading

17. Location, nature, and extent of deposits of local materials suitable for use on this project as indicated on sketch map

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Sta. 822 - Reinf. Concrete Bridge, approx 75 ft. long

(Designate each by the same distinguishing marks as on sketch map.)

" 752 - Existing wooden structure to be strengthened. No Federal Aid asked

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State 47,381.52 and any additional amounts requires. Sale of bonds authorized

(b)

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RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

Sta. 822 - Reinf. Concrete Bridge, approx 75 ft. long

" 752 - Existing wooden structure to be strengthened. No Federal Aid asked

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State 47,381.52 and any additional amounts requires. Sale of bonds authorized

(b)

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IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

maintenance to be provided by .....
(State or (and) county.)

from the following sources: .....
(Refer to statute.)

.....

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction.....

.....

.....

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4).....

.....

.....

.....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project..... State Highway Department standard forms of contract and bond.

.....

.....

.....

8—4256

25. Reconnaissance estimate of cost of project:

Made by ..... Date ....., 19.....

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ...% rock				
	Sq. yds.	Surfacing of				
All Required		Clearing and Grubbing			200	00
31,500	cu.yds	Common Excavation		.30	9,450	00
6,000	cu.yds	Intermed Excavation		.65	3,900	00
8,500	cu.yds	Solid Rock Excavation	1	.25	10,625.0	00
17,000	Sta.yds	Overhaul		.05	850	00
		Structures of 20′ span or under				
Sta. 822		Structures over 20′ span			9,500	00
		Other items				
680	Lin.ft.	12" Culvert Pipe	1	.50	1,020	00
550	Lin.ft.	18" Culvert Pipe	2	.50	1,375	00
80	Lin.ft	24" Culvert Pipe	3	.25	260	00
45	cu.yds	Class "C" Concrete	25	.00	1,125	00
30	cu.yds	Rip Rap	3	.50	105	00
34,000	cu.yds	Surfacing	2	.00	68,000	00
4,000	cu.yds	Filler		.50	2,000	00
485	cu.yds	Rock Ford	5	.00	2,425	00

Length, 51.64 miles.

Cost, $ 7,795.30 per mile.

Subtotal	$ 110,835	00
10% Engineering and Contingencies	11,083	50
Total	121,918	50

This estimate approved by: Lon Probert

(Title) Office Engineer

26. Amount of Federal aid desired .....
8—4256 (State in lump sum or percentage, but not both.)

$ 74,536.98

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission

(Official title of Highway Department.)

By

Chairman

(Title of officer.)

By

Commissioner

(Title of officer.)

By

Commissioner

(Title of officer.)

8—4308

602 SEE: Contract 459

CONTRACT #602

SEE:

CONTRACT #460

602 SEE: Contract 460

CONTRACT #602,
1099,

PR 86 Keene Cr.-Klamath Co. Line 1922-1930

602.1099

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.E.F.A.P. No. 86

Post Office Building
Portland, Oregon.

October 29, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. Enclosed also is an approved copy of the project agreement estimate.

A4pr5885

Oregon Emergency Federal Aid Project No. 36.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 15, 1922, by the State Highway Commission of Oregon, and on February 1, 1923, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on September 20, 1929, and on June 20, 1931, respectively, by the said State Highway Commission, and on October 19, 1929, and July 9, 1931, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 86, now designated as Oregon Emergency Federal Aid Project No. 86; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the estimate approved for said project to eliminate the rental charge for State-owned equipment from the unit price of "Construction of Wearing Surface"; and by reason thereof has requested that the estimate of cost approved for said project be reduced from $246,487.22 to $242,771.75, and that the Federal funds approved and set aside to the credit of said project be reduced from $140,856.23 to $137,383.03; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930, (Public No. 550 - 71st Cong.), be provided to cover the State's share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture that the estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred thirty-seven thousand, three hundred eighty-three and 03/100 dollars ($137,383.03) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

> "(a) By the State, $7,155.23, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds,' together with any additional amount necessary to cover the State's share of the cost of construction shall be met from sale of bonds authorized by Legislature under Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920."

To Article III shall be added paragraph (f) to read:

> "(f) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future

authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred thirty-seven thousand, three hundred eighty-three and 03/100 dollars ($137,383.03), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred forty-two thousand, seven hundred seventy-one and 75/100 dollars ($242,771.75), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No.113.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 30th day of September, 1931, and the Secretary of Agriculture on the 20th day of October, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By C K Spaulding
Member, State Highway Commission

By Thos H Hughes
Member, State Highway Commission.

Cmy R. M. Newlon
Acting Secretary of Agriculture.

Oregon Emergency Federal Aid Project No. 86.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road ~~between~~

~~localities~~ and designated in the records of this Department as Emergency Federal Aid Project No. 38, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 242,771.75 in lieu of the $140,856.23 approved by Certificate of July 9, 1931, as the total estimated cost of said project, and the sum of $ 137,383.03 / as the share of the United States, payable under said acts on account of such project, which does not exceed the / authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 20th day of October, one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4539

pp f6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

October 6, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon Federal Aid Project No. 86-A.

We do not find in our files test reports for the item No. 3 oil, payment for which is claimed on the voucher. Will you kindly send us these reports at your early convenience in order that the voucher may be cleared for payment.

Very truly yours,

W. H. LYNCH
District Engineer

Keene Ck - Jenny Ck.

RECEIVED
OCT 7 1931
OREGON
STATE HIGHWAY COMMISSION

Finkbeiner said he would send copies of test reports October 7th.
SAG.

PP86

October 3rd, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed three signed copies of modified agreement covering the Keene Creek-Jenny Creek Section, Project No. 86-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/MK.

encl.

EMERGENCY PROJECT

TMENT OF AGRICULTURE
UBLIC ROADS
t No. 1

86

New Post Office Bldg.,
Portland, Oregon

Sept. 26, 1931

Dear Sir:-

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By A. H. Benedict
A. H. Benedict
Asst. Highway Engineer.

Encls.

RECEIVED
SEP 28 1931
OREGON
STATE HIGHWAY COMMISSION

OK
R J a Klein

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

New Post Office Bldg.,
Portland, Oregon

In reply please
refer to File No. Ore.E.F.A.P. No. 86

Sept. 26, 1931

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By A. H. Benedict
A. H. Benedict
Asst. Highway Engineer.

Encls.

RECEIVED
SEP 28 1931
OREGON
STATE HIGHWAY COMMISSION

OK
R A Klein

PR864

September 12, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed six copies of estimate as basis for modified agreement, covering the Keene Creek-Jenny Creek Section, Emergency Project No. 86-A. This estimate has been revised for the purpose of requesting emergency advance funds for the State's share of cost for constructing bituminous macadam. The item of equipment rental has been excluded in computing the estimated cost for constructing the wearing surface.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. HASH,
Asst. Office Engineer.

JWH:ER

encl.

Oregon State Highway Department — Project No. 36 (Reopened)

KEENE CREEK—KLAMATH COUNTY LINE SECTION

OF THE CRATER SPRINGS HIGHWAY IN JACKSON COUNTY

(Estimate as basis for modified agreement. Based on estimated cost for State Force construction of bituminous macadam on the Keene Creek-Jenny Creek Section.)

Salem, Oregon, Sept. 12, 1931.

STATEMENT OF COMPLETED WORK

Original Project

Agreement Estimate		$65,422.00
Engineering		1,640.72
Overruns		1,285.07
Contingencies		3,724.29
	Total Cost	$72,172.08
Total Cost on which Federal Aid was Computed		$71,964.80
Federal Aid paid on Roadway, (Fiscal Year 1922)		$45,966.58
Length of Roadway		12.212 Miles
Length of Jenny Creek Bridge (Non-Participating)		.013 "
Total Length of Project		12.225 Miles
Cost per Mile, Roadway	$ 5,910.00	
Federal Aid paid per mile	3,802.73	

FIRST REOPENING, Keene Creek-Jenny Creek Unit, Sta. 54+84 to Sta. 406+30

Agreement Estimate		$130,305.00
Overruns		15,680.00
Total Cost on which Federal Aid was Claimed		$135,985.00
Engineering and Contingencies on which Federal Aid was not Claimed		12,565.42
	Total Cost	$148,550.37
Federal Aid Paid		$ 82,552.58
Original length of Reopened Unit (Sta. 54+84 to Sta. 406+30)		7.689 Miles
Revised length of Reopened Unit (Sta. 54+84 to Sta. 406+30)		8.899 Miles

Adjusted original cost per mile on Reop. Unit, $\frac{\$5,710.00 \times 7.022}{6.569} = \$6,\text{[illegible]}.85$

Adjusted Fed. Aid paid per mile under Original Project on Reopened Unit,
$\frac{\$5,502.73 \times 7.022 = \$5,855.01}{6.569}$

Cost per mile of First Reopening	$12,610.83	
Federal Aid paid per mile, First Reopening	12,536.51	
Total cost per mile, Reopened Unit		$25,934.68
Total Federal Aid paid per mile, Reopened Unit		$16,391.52

NEW YORK, KEENE CREEK—JENNY CREEK UNIT, STA. 54+84 to 57A. 405+50

Bituminous Macadam Wearing Surface

1,110 cu. yds.	Grade #3 Matls. in Stock Pile	$1.75 low bid	$1,942.50
840 " "	" #2 " " " " "	1.75 " "	1,470.00
2,080 " "	" #1 " " " " "	1.75 " "	3,640.00
140 " "	Screenings	--	[illegible]
			$7,052.50
	10% Engr. & Cont.		[illegible]
	Total (Post Road Portion)		$7,757.75

Constructing Bituminous Macadam (State Forces)

[illegible] tons	No. 3 Oil	$18.00 est.	$7,380.00
4,170 cu. yds.	Constr. of Wearing Surface	1.35 "	[illegible]
	Sub-total		$13,[illegible].80
	10% Engr. & Cont.		1,[illegible].85
	Total (Emerg. Fund Portion)		$14,510.45
	Sub-total		$20,062.00
	10% Engr. & Cont.		[illegible].20
	Total, all work		$22,068.20

Length of Unit 6.569 Miles
Cost per mile New Work $3,360.14

Federal Aid Allowable on New Work:

Deficiency prior to first reopening, $\frac{\$18,541.02 - \$3855.01 = .79261}{\$18,541.02}$

Federal Aid per mile allowable on first Reopening .79261 x $18,[illegible].00 = $14,744.96

Federal Aid per mile allowable on new work, $14,744.96 - $12,536.51 = $ 2,208.45

Total Federal Aid allowable on new work, $2,208.45 x 6.569 = $14,507.99

Total Federal Aid Requested, $11,034.20 (50%)

SUMMARY

Item	Total Cost	Federal Aid	Emergency Funds	State Funds	Length
Reopened Portion					
Original Work	$41,541.42	$24,325.50	$ --	$16,217.92	7.019
First Reopening	148,530.97	82,352.78	--	66,178.19	6.569
New Work:					
Post Road Portion	7,757.76	3,878.87	--	3,878.89	
Emergency Fund Portion	14,310.44	7,155.22	7,155.22	--	
	$212,140.19	$118,710.07	$7,155.22	$86,274.90	
Non-Reopened Portion					
Original Work	$ 30,631.56	18,672.86	--	11,958.70	5.193
Totals (Roadway)	$242,771.75	$137,382.93	$7,155.22	$98,233.60	11.782
Jenny Creek Dr. (Non-participating)	--	--	--	--	.016
Total	$242,771.75	$137,382.93	$7,155.22	$98,233.60	11.798

State funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1920.

PRF6

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Oregon F.A.P. 86

Post Office Building
Portland, Oregon.

July 23, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Enclosed is one copy each of approved estimate and special specifications.

Regional Director's Date JUN 17 1931

Agpr 5885

Oregon Federal Aid Project No. 86.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 15, 1922, by the State Highway Commission of Oregon, and on February 1, 1923, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on September 20, 1929, by said State Highway Commission, and on October 19, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 86; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 11.758 miles of road surfaced with crushed rock, and the reconstruction of 6.569 miles thereof, also surfaced with crushed rock, in Jackson County, for which the estimate approved was $204,508.48, and $126,348.93 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $220,703.55, and voucher in the sum of $126,348.93 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans,

JUN 1 8 1931

specifications and estimates approved therefor to provide for the construction of bituminous macadam wearing surface 18 ft. wide, between survey stations 54+84 and 405+50, at an estimated cost of $25,783.67; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $220,703.55, to $246,487.22, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $126,348.93 to $140,856.25;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture, that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates, and the sum of one hundred forty thousand, eight hundred fifty-six and 25/100 dollars ($140,856.25) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of

JUN 1 8 1931

said project shall not in any event exceed the sum of one hundred forty thousand, eight hundred fifty-six and 33/100 dollars ($140,856.33), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred forty-six thousand, four hundred eighty-seven and 32/100 dollars ($246,487.32), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 20th day of June, 1931, and the Secretary of Agriculture on the 9th day of July, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

Attest: R. H. Dunlap
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. 86.

Rec'd Washington office JUN 12 1931

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 27+00 near Keene Creek in Sec. 23, T. 39 S., R. 5 E., W.M., and survey station 672+50 on the east line of Sec. 36, T. 39 S., R. 4 E., W.M. (excepting therefrom that portion between survey stations 450+39 and 451+38), locally known as the Keene Creek - Klamath County Line section of the Ashland - Klamath Falls Highway, Jackson County, and designated in the records of this Department as Project No. 36, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ [illegible] in lieu of the previous actual payment of $126,348.95 as the total estimated cost of said project, and the sum of $ 140,859.33 / as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share of the [illegible] said total estimated cost.

Done at the city of Washington, this 9th day of July one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

A. N. Ellis
Acting Secretary of Agriculture.

Ans

/

Post Office JUN 12 1931

SPECIFICATION FOR BITUMINOUS MACADAM WEARING SURFACE

KEENE CREEK-JENNY CREEK SECTION

Oregon Federal Aid Project No. 86

DESCRIPTION

Type of Construction:

The bituminous macadam wearing surface to be constructed on this project shall consist of a single course of coarse rock($1\frac{1}{2}$" - 3/4" material) keyed with finer rock and screenings, bound with No. 3 road oil and topped with a two-course seal coat.

Width and Cross-section:

The width and cross-section of the bituminous macadam wearing surface shall be as indicated by the accompanying cross-section plan, subject however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

PREPARATION OF BASE MACADAM

Shaping, Patching and Brooming:

The existing macadam surface shall first be shaped to uniform crown and grade and made free from all irregularities and unevenness, this work being done by the use of a road grader weighing not less than 6,000 pounds.

If, during the performance of this shaping work, it appears that a satisfactory result cannot be obtained without softening the macadam with water, the engineer will arrange to have the macadam lightly sprinkled. The sprinkling work shall be performed only during warm, dry weather, however, as there must be no moisture in the surfacing at the time the prime coat of oil hereinafter described is applied.

Should there be any holes or other malformations from the true cross-section and grade that are not removed by the blading operations above described, they shall be patched with a mixture of oil and rock, the oil being applied by the penetration method and the amount of oil used being about four per cent (by weight) of the amount of rock. All small patches shall be compacted by hand tamping. Large patches shall be compacted by rolling with a heavy roller.

After the base macadam has been shaped and patched, as above specified, all loose rock on the top of the surfacing shall be bladed into a windrow along one edge of the roadway. The surface shall then be swept and made free of dirt and dust, the direction of the sweeping being toward the side of the roadway opposite to that on which the loose rock has been windrowed. The windrowed materials shall then be bladed across the surfacing and windrowed on the other edge of the roadway. Following this, the surface shall again be swept, the direction of the

EXAMINED AND RECOMMENDED
FOR APPROVAL
Reg District Engr. Date JUN 18 1931

sweeping being away from the windrow of loose rock.

The sweeping shall continue until all dirt, dust and loose material has been removed, leaving the surface with a mosaic appearance, all stone being locked and keyed and well bound. Hand push brooms shall be used to remove any dirt and dust that has been missed by the power broom.

Application of Prime Coat:

After the base macadam has been swept clean, as above described, it shall be further prepared and made ready to receive the bituminous macadam wearing surface by the application of a prime coat of road oil, which prime coat shall be constructed in the following manner:

One-half the width of the roadway shall be covered with a spread of oil at the rate of 0.25 gallon per square yard. This spread of oil shall be followed immediately by blading the windrow of clean loose material at the edge of the roadway over the one-half portion of the roadway which has been covered with oil. In performing this work, the motor graders used shall have mounted upon the front axle a container holding a light oil or distillate and so constructed as to spray a film of oil on the front tires of the motor grader to prevent the picking up of the road oil.

All bare spots or thin places in the stone shall be covered with such grade of rock from the State's stock piles as the engineer may designate, and in case there is a considerable deficiency in materials in the windrows, a thin spread of stone from the State's stock piles shall be made over the exposed oil before the windrowed materials are bladed on. In spreading the materials on the first half of the roadway, care shall be exercised to leave a six-inch width of oil uncovered at the center of the roadway so that a slight overlap of the oil can be made when the spread of oil is made on the second half of the roadway.

After the prime coat has been constructed on the first half of the roadway, as above specified, it shall be constructed on the remaining half in the same manner.

The prime coat shall be applied over the entire length of the section on which it is to be applied, before the construction of the bituminous macadam wearing surface on that section is commenced. Should any holes, breaks or irregularities develop in the surfacing after the prime coat has been applied, they shall be patched with oil and rock in the same manner as is above specified for the patching of the macadam base prior to the applying of the prime coat. Then, immediately prior to the spreading of oil for the bituminous macadam, the section of base to be covered by the spread shall be made clean and free of all loose stone, dirt and dust by thorough sweeping.

CONSTRUCTION OF WEARING SURFACE

Materials for the Wearing Surface:

The materials to be used in the construction of the bituminous macadam wearing surface shall be broken stone or crushed gravel obtained from the stock

piles of such materials which have been or will be set out by the State for the purpose, and No. 3 road oil.

The broken stone and crushed gravel will hereinafter be referred to as mineral aggregate. It shall be of four sizes, as follows:

Coarse rock	1½" to 3/4"
Key rock	3/4" to ½"
Coarse screenings	½" to 1/8"
Sand or fine screenings	1/8" to dust

The road oil and the manner of its application shall conform with the specification given hereinafter under the heading "Road Oil."

First Application of Oil:

After the base macadam has been prepared and made free of dust and dirt, as hereinbefore specified, oil shall be spread over the prepared macadam base at a rate of 0.20 gallon per square yard.

Spreading of Coarse Rock:

Following the spreading of the oil, coarse rock (1½" to 3/4") shall be spread at a rate of .030 cubic yard per square yard. The spread shall cover the entire width of the roadway and shall be trued up to crown, grade, cross-section and even depth by means of motor graders and wheel drags supplemented by the addition of more stone where necessary and the removal of excess stone where required, the latter work to be done by hand.

After the coarse rock is in place, traffic shall be confined to one-half of the roadway width, and the course of coarse materials on the other half of the roadway shall be carefully hand spotted with additional stone or the removal of excess stone so that the surface is perfectly true to crown, grade and cross-section. If necessary to add additional stone to a certain spot, care should be used so that there is no segregation of the aggregate. The entire surface shall be carefully inspected and all spots showing any dirt, fine stone, earth, or other fine material shall be removed and replaced with satisfactory material.

After the surface has been hand-spotted in accordance with the above instructions, it shall be gone over lightly with a long wheel-base motor grader acting as a strike board removing small inequalities resulting from hand work. The surface shall then be lightly rolled, after which it shall be carefully checked with a straight edge or template so that the surface shall be free from humps and hollows and shall not vary more than one-fourth of one inch from a true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed and additional material shall be added as described above, after which the surface shall again be lightly touched up with the motor grader.

In adding new material, the old material shall be loosened before the new material is spread thereon. The surface shall then be thoroughly rolled until

locked and keyed. The rolling shall start at the edge of the surfacing, and shall proceed at a rate of not more than 60 feet per minute. If the stone begins to crack or chip, the rolling shall be discontinued.

Application of Key Rock:

After the coarse stone has been well rolled and compacted, as above described, oil shall be applied at a rate of 0.50 gallons per square yard, followed by an application of 3/4" - ½" key rock at a rate of approximately .012 cubic yards per square yard. This shall be made in two applications. First, an application of .010 cubic yards per square yard shall be made by backing over the freshly spread oil with an end dump truck. Second, the remaining material shall be spread by hand to chink up the interstices between the large stone. Immediately after the first application and during the hand spotting process, the stone shall be broomed and rolled. Wire brooms shall be attached to the roller and a wire broom to the motor grader. The brooming and rolling and addition of 3/4" - ½" key rock shall be continued until the coarse stone is well chinked up. No stone shall be placed over a width of about one foot at the center. This shall be keyed on the construction of the second half. Water shall be sprayed on the roller wheels or oil mats placed thereon so as to prevent the picking up of the road oil.

Construction of Second Half:

Immediately following the construction of the first half of the bituminous macadam, as above described, the second half shall be constructed in the same manner. The loose stone should stick up about ½ inch above the compacted portion before rolling, and care should be exercised to prevent the formation of a center joint. This can be accomplished by overlapping the blade grader on the first course.

Seal Coat:

After the key rock has been placed on the entire width of the surface, the half width last placed shall be made clean by brooming. Oil shall then be spread at a rate of 0.25 gallon per square yard, and that shall be followed by a spread of ½" - 1/8" screenings, the screenings being spread at a rate of .008 cubic yard per square yard. Following this, the screenings shall be carefully smoothed by means of brooms mounted on long wheel-base motor graders, and the course shall be rolled until properly compacted.

When the first course of the seal coat has been completed on one-half of the roadway in the manner described in the foregoing paragraph, the first course shall be placed on the other half of the roadway in identically the same manner. The surface shall then be subjected to traffic for a period of eight or ten days, following which it shall be made ready for the second course of the seal coat, by thorough brooming.

The second course of the seal coat shall be constructed in the same manner as was the first coat except that the oil shall be applied at a rate of 0.20 gal-

lon per square yard instead of 0.25 gallon per square yard, and, if the engineer so orders, the spreading of the ½" - 1/8" screenings shall be followed with a spread of sand or 1/8" to dust screenings, this material being spread at a rate of .002 cubic yard per square yard.

ROAD OIL

Requirements and Methods of Test:

Road oil furnished under these specifications shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter, and upon arrival at the work shall show no signs of separation into lighter and heavier components. It shall be of the grade commonly called No. 5 road oil, and it shall conform with the following requirements:

Asphaltic Residue of 80 Penetration, Minimum - - - - - - - - - - - - - - - - -	95%
Viscosity, Float Test at 122 deg. f. Minimum - - - - - - - - - - - - - - - - -	250 Sec.
Flash Point, Pensky-Martens Minimum (degrees F)- - - - - - - - - - -	395
Water, Maximum	1/2%
Sediment, "	1%
Wax, "	2%
Bitumen (soluble in Carbon Bisulfide) Minimum - - - - - - - - - - - - - - - - - -	99%
Bitumen (soluble in Tetrachloride) Minimum - - - - - - - - - - - - - - - - - -	99%
Bitumen (insoluble in 86 deg. B paraffin naphtha) Minimum - - - - - - - - - - - - - - - - -	6%
Maximum - - - - - - - - - - - - - - - - -	27%
Penetration of Residue after loss on heating at 163 deg. C. 5 hrs. Minimum - - - - - - - - -	125%

Except as otherwise indicated, the methods used in the testing of road oils shall be the methods prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration - -	Serial Des.	D243-26T	
Float Test on Bituminous Materials, 122 deg. F.	Serial Des.	D	139
Flash Point, Pensky-Martens Closed Tester- - -	" "	D	93
Water- -	" "	D	95

Bitumen (soluble in Carbon Bisulfide)- - - - - - - - - -	Serial	Des.	D 4
Bitumen (soluble in Carbon Tetrachloride)- - - - - - - -	"	"	D 165
Loss on Heating -	"	"	D 6
Penetration of Bituminous Materials - - - - - - - - - - -	"	"	D 5

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Dept. of Agriculture Bulletin 1216, revised September, 1928.

Manner and Method of Application of Road Oil:

At the time the oil is spread on the road, its temperature shall be approximately 375 degrees Fahrenheit.

Oil shall be spread only when the air temperature is above fifty degrees Fahrenheit, and oil that has been overheated or "Burned" shall not be used in the work.

The oil shall be spread by means of a pressure distributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of oil flushes to the surface and causes the surface to become sticky, this condition

tion shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than ten tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track, and cover the entire surface as many times as is necessary to thoroughly consolidate the stone. At least one roller shall be provided for each fifteen cubic yards per hour of aggregate spread.

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from a true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface, as above specified, exclusive only of the furnishing of the mineral aggregates which, as

hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. No. 3 Road Oil (F. O. B. nearest rail point)
2. Construction of Bituminous Macadam Wearing Surface.

The quantities of oil to be paid for shall be the number of gallons used in the work as determined by measurement in the cars.

The quantity to be paid for under the item "Construction of Bituminous Macadam Wearing Surface," shall be the number of cubic yards of mineral aggregate actually incorporated in the work, the quantities to be measured in the trucks at the points of loading.

FORM B-A-1 S-10477 3000 12-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. E. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM
June
10th
1931

IN REPLY PLEASE REFER TO FILE No.

Mr. Wm. E. Chandler
Division Engineer
State Highway Department
Grants Pass, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Bureau of Public Roads has approved the placing of the bituminous macadam, B-5 specification, between Keene Creek and Jenny Creek with the provision that we carefully watch the application of the prime and tack coats so that we do not get too much oil so as to cause bleeding or "fat" spots. Please give this your attention.

Keep the cost of this section separate from the remainder and submit it in detail.

Yours truly,

R. H. Baldock
Assistant State Highway Engineer

RHB/er

cc R. A. Klein

MAIL TO

pp f 6

June 2, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with previous oral arrangements, we are submitting herewith specifications, cost analysis and estimate of cost for the bituminous macadam wearing surface proposed to be constructed on the Keene Creek-Jenny Creek Section of the Green Springs Highway (Federal Aid Project No. 96). Blueprint copies of the revised typical cross-section sheet are being sent under separate cover.

Your early action on this project will be appreciated as we are anxious to begin the construction of the bituminous macadam wearing surface at the earliest possible time.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

Oregon State Highway Department — Project No. 86 (Reopened)

KEENE CREEK-KLAMATH COUNTY LINE SECTION

OF THE CRESCENT JUNCTION-KLAMATH FALLS HIGHWAY IN JACKSON COUNTY

(Estimate as basis for modified agreement. Based on estimated cost for State Force construction of bituminous macadam on the Keene Creek-Jenny Creek Section.)

Salem, Oregon, June 8, 1931.

STATEMENT OF COMPLETED WORK

Original Project

Agreement Estimate		$85,482.00
Engineering		1,640.72
Overruns		1,286.97
Contingencies		3,734.32
Total Cost		$92,172.98
Total Cost on which Federal Aid was Computed		$71,964.80
Federal Aid paid on Roadway, (Fiscal Year 1932)		$43,996.85
Length of Roadway	12.312	Miles
Length of Jenny Creek Bridge (Non-Participating)	.013	"
Total Length of Project	12.325	Miles
Cost per Mile, Roadway	$5,810.00	
Federal Aid paid per Mile	3,602.73	

FIRST REOPENING, Keene Creek-Jenny Creek Unit, Sta. 84/84 to Sta. 405/50

Agreement Estimate	$130,904.00
Overruns	15,260.08
Total Cost on which Federal Aid was Claimed	$135,965.08
Engineering and Contingencies on which Federal Aid was not Claimed	12,565.49
Total Cost	$148,530.57
Federal Aid Paid	$88,552.38
Original length of Reopened Unit (Sta. 84/84 to Sta. 405/50)	7.029 Miles
Revised length of Reopened Unit (Sta. 84/84 to Sta. 405/50)	6.369 Miles

Adjusted original cost per mile on Reop. Unit, $\frac{\$5910.00 \times 7.022}{6.569} = \$6,323.85$

Adjusted Fed. Aid paid per mile under Original Project on Reopened Unit,
$\frac{\$5,602.75 \times 7.022}{6.569} = \$5,955.01$

Cost per mile of First Reopening	$22,610.82	
Federal Aid paid per mile, First Reopening	12,336.51	
Total cost per mile, Reopened Unit		$23,934.88
Total Federal Aid paid per mile, Reopened Unit		$16,291.52

NEW YORK, KENNY CREEK-TERRY CREEK UNIT, STA. 54/84 to STA. 350/80

Bituminous Macadam Wearing Surface

1110	cu. yds.	Grade "A" Matls. in Stock Pile	$1.75 low bid	$1,942.50
840	" "	" "B" " " "	1.75 "	1,470.00
3080	" "	" "C" " " "	1.75 "	5,390.00
360	" "	Screenings	-	-
410	tons	No. 3 Oil	18.00 cwt.	7,380.00
4170	sq. yds.	Construction of Wearing Surface	2.15 cwt.	8,965.50
		Sub-total		$25,428.70
		10% Engr. & Cont.		2,542.87
		Total		$28,788.67

Length of Unit 6.569 Miles
Cost per mile New Work $3,925.08

Federal Aid Allowable on New Work:

Deficiency prior to first reopening, $\frac{\$18,341.08 - 3555.01}{\$18,341.08} = .78981$

Federal Aid per mile allowable on first Reopening .78981 x $18,669.00 = $14,744.96

Federal Aid per mile allowable on New Work, $14,744.96 - $12,536.51 = $ 2,208.45

Total Federal Aid allowable on New Work, $2,208.45 x 6.569 = $14,507.50

Total Federal Aid Requested, $14,507.50 (50.388%)

SUMMARY

Item	Total Cost	Federal Aid	State Funds	Length
Permanent Surface				
Original Work	$ 41,041.42	$ 23,383.59	$ 16,817.83	7.020
First Reopening	148,880.87	82,302.68	66,178.19	6.560
New Work	25,725.27	14,397.20	11,328.17	
Totals	$215,695.56	$120,183.47	$ 95,672.19	
Non-Permanent Surface				
Original Work	$ 80,651.54	$ 48,073.26	$ 31,978.28	5.182
Totals (Roadway)	$256,487.22	$140,956.46	$105,650.72	11.782
Jenny Creek Bridge (Non-participating)	- -	- -	- -	.015
Totals (All Work)	$256,487.22	$140,956.46	$105,650.72	11.765

State funds for construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State funds for maintenance: Chapter 41, Laws 1927.

KENNE CREEK-JERRY CREEK

Project No. 126-B

(Analysis of cost of bituminous macadam construction by State Forces.)

L. No. 2 Oil

Source, San Francisco Bay Points
Point of Delivery, Ashland
Cost at Source $10.00 per ton
Freight 2.00 " "
Total $12.00 per ton

2. Construction of Bituminous Macadam Bearing Surface

A. Equipment

1	Oil Distributor	at	$25.00	per day	$25.00
1	Tender Truck	"	20.00	" "	20.00
3	Tender Truck Trailers	"	5.00	" "	15.00
1	Boiler (2 shifts)	"	5.00	" "	10.00
1	Retort (2 shifts)	"	11.00	" "	22.00
1	Fuel tank trailer	"	2.50	" "	2.50
1	Water tank trailer	"	2.25	" "	2.25
2	Motor graders	"	5.00	" "	10.00
2	10-ton Gas Rollers	"	10.00	" "	20.00
5	Dump trucks	"	11.00	" "	55.00
3	Light trucks	"	2.50	" "	7.50
2	Ford Cars	"	1.25	" "	2.50
2	Sweepers	"	5.00	" "	10.00
2	Tractors	"	3.50	" "	7.00
2	Loaders	"	15.00	" "	30.00
1	Flat Bed 10-ton trailer	"	10.00	" "	10.00
			Total		$264.25

B. Supplies

Gasoline, Oil and Grease	$100.00	per day
Fuel for Boiler and Retort	15.00	" "
Total		$115.00

C. Labor

1	Superintendent	at	$10.00	per day	$10.00
1	Foreman	"	8.00	" "	8.00
1	Timekeeper	"	5.00	" "	5.00
1	Retort Operator	"	8.00	" "	8.00

C. Labor (Continued)

2	Boiler Operators	at $7.00	per	day	$14.00
1	Watchman	" 4.00	"	"	4.00
1	Mechanic	" 7.00	"	"	7.00
2	Loader Operators	" 8.00	"	"	16.00
2	Fitmen	" 5.00	"	"	10.00
2	Tractor Drivers	" 6.00	"	"	12.00
1	Pilot Car Driver	" 5.00	"	"	5.00
8	Truck Drivers	" 6.00	"	"	48.00
2	Rollermen	" 7.50	"	"	15.00
1	Oil Truck Driver	" 7.00	"	"	7.00
1	Levermen	" 6.50	"	"	6.50
1	Tender Truck Driver	" 8.00	"	"	8.00
2	Grader Operators	" 7.00	"	"	14.00
2	Flagmen	" 5.00	"	"	10.00
19	Laborers	" 5.00	"	"	95.00
				Total	$260.50

Total for Equipment, Labor and Supplies - - - - - - $649.75

Estimated Daily Run, 200 cubic yards.
Estimated Cost per cubic yard of mineral Aggregate, for constructing wearing surface - - - - $2.18/
Use- - - - - - - - - - - - - - - $2.18

STATE OF OREGON

HIGHWAY DEPARTMENT

STANDARD RENTAL SCHEDULE FOR OILING EQUIPMENT

Cars	Average Cost	Av. Yrs. Life	Days Worked per Year	Depreciation	Tires Overhaul & Repairs	Rental Rate
Fords & Chevrolets	$ 700	3	300	$0.75	$0.50	$1.25
Trucks						
Fords & Chevrolets	1000	3	220	1.50	1.00	2.50
2 Ton F.W.D.	4300	5	200	4.30	3.20	7.50
3-1/2 Ton F.W.D.	6300	5	170	7.50	5.00	12.50
3-1/2 Ton Dump Trucks, Federals, etc.	4600	4	150	7.50	3.50	11.00
Oil Tenders; Liberty	8000	5	140	12.00	8.00	20.00
Oilers F.W.D. 6 Ton	10500	6	120	14.50	10.50	25.00
Water Tank	5000	5	200	5.00	3.00	8.00
Tractors						
Fordson	1300	5	155	1.70	1.30	3.00
McCormick-Deering	1450	5	160	1.80	1.70	3.50
60-Caterpillar	5300	4	160	9.00	6.00	15.00
Graders						
All Makes 10' Moldboard	1400	4	200	1.75	0.25	2.00
All Makes 12' Moldboard	2000	4	200	2.50	1.00	3.50
Adams 8' Scarifier	2000	4	200	2.50	1.00	3.50
All Makes Motorized Units without power	1400	4	200	1.75	0.50	2.25
Trailers						
Flat Bed 6 Ton Drop Frame	1300	7	50	3.75	2.75	6.50
" " 10 " " "	2000	7	50	5.75	4.25	10.00
Water Tank	900	7	100	1.25	1.00	2.25
Fuel Tank Insulated	1000	7	100	1.50	1.00	2.50
Oil Tank Insulated Tender	1700	7	100	2.50	2.50	5.00
Miscellaneous Equipment						
Boilers 20 H.P Portable	2700	5	160	3.40	1.60	5.00
Retort Portable	2800	4	120	6.00	5.00	11.00
Loaders Mogul	4800	5	100	9.50	5.50	15.00
Loaders Special	2500	5	70	7.00	3.00	10.00
Shovel 1/4-3/8 yards	5400	3	160	11.25	3.75	15.00
" 1/2 yard	8200	4	160	12.75	4.75	17.50
Sweepers	900	5	60	3.00	2.00	5.00
Rollers 10 Ton Gas	4300	5	120	7.50	2.50	10.00
" 6 " "	3000	5	120	5.00	2.50	7.50
Disc Harrow	150	1	100	1.50	0.50	2.00

SPECIFICATION FOR BITUMINOUS MACADAM WEARING SURFACE

KEENE CREEK-JENNY CREEK SECTION

Federal Aid Project No. 86

DESCRIPTION

Type of Construction:

The bituminous macadam wearing surface to be constructed on this project shall consist of a single course of coarse rock(1½" - 3/4" material) keyed with finer rock and screenings, bound with No. 5 road oil and topped with a two-course seal coat.

Width and Cross-section:

The width and cross-section of the bituminous macadam wearing surface shall be as indicated by the accompanying cross-section plan, subject however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

PREPARATION OF BASE MACADAM

Shaping, Patching and Brooming:

The existing macadam surface shall first be shaped to uniform crown and grade and made free from all irregularities and unevenness, this work being done by the use of a road grader weighing not less than 6,000 pounds.

If, during the performance of this shaping work, it appears that a satisfactory result cannot be obtained without softening the macadam with water, the engineer will arrange to have the macadam lightly sprinkled. The sprinkling work shall be performed only during warm, dry weather, however, as there must be no moisture in the surfacing at the time the prime coat of oil hereinafter described is applied.

Should there be any holes or other malformations from the true cross-section and grade that are not removed by the blading operations above described, they shall be patched with a mixture of oil and rock, the oil being applied by the penetration method and the amount of oil used being about four per cent (by weight) of the amount of rock. All small patches shall be compacted by hand tamping. Large patches shall be compacted by rolling with a heavy roller.

After the base macadam has been shaped and patched, as above specified, all loose rock on the top of the surfacing shall be bladed into a windrow along one edge of the roadway. The surface shall then be swept and made free of dirt and dust, the direction of the sweeping being toward the side of the roadway opposite to that on which the loose rock has been windrowed. The windrowed materials shall then be bladed across the surfacing and windrowed on the other edge of the roadway. Following this, the surface shall again be swept, the direction of the

sweeping being away from the windrow of loose rock.

The sweeping shall continue until all dirt, dust and loose material has been removed, leaving the surface with a mosaic appearance, all stone being locked and keyed and well bound. Hand push brooms shall be used to remove any dirt and dust that has been missed by the power broom.

Application of Prime Coat:

After the base macadam has been swept clean, as above described, it shall be further prepared and made ready to receive the bituminous macadam wearing surface by the application of a prime coat of road oil, which prime coat shall be constructed in the following manner:

One-half the width of the roadway shall be covered with a spread of oil at the rate of 0.25 gallon per square yard. This spread of oil shall be followed immediately by blading the windrow of clean loose material at the edge of the roadway over the one-half portion of the roadway which has been covered with oil. In performing this work, the motor graders used shall have mounted upon the front axle a container holding a light oil or distillate and so constructed as to spray a film of oil on the front tires of the motor grader to prevent the picking up of the road oil.

All bare spots or thin places in the stone shall be covered with such grade of rock from the State's stock piles as the engineer may designate, and in case there is a considerable deficiency in materials in the windrows, a thin spread of stone from the State's stock piles shall be made over the exposed oil before the windrowed materials are bladed on. In spreading the materials on the first half of the roadway, care shall be exercised to leave a six-inch width of oil uncovered at the center of the roadway so that a slight overlap of the oil can be made when the spread of oil is made on the second half of the roadway.

After the prime coat has been constructed on the first half of the roadway, as above specified, it shall be constructed on the remaining half in the same manner.

The prime coat shall be applied over the entire length of the section on which it is to be applied, before the construction of the bituminous macadam wearing surface on that section is commenced. Should any holes, breaks or irregularities develop in the surfacing after the prime coat has been applied, they shall be patched with oil and rock in the same manner as is above specified for the patching of the macadam base prior to the applying of the prime coat. Then, immediately prior to the spreading of oil for the bituminous macadam, the section of base to be covered by the spread shall be made clean and free of all loose stone, dirt and dust by thorough sweeping.

CONSTRUCTION OF WEARING SURFACE

Materials for the Wearing Surface:

The materials to be used in the construction of the bituminous macadam wearing surface shall be broken stone or crushed gravel obtained from the stock

piles of such materials which have been or will be set out by the State for the purpose, and No. 3 road oil.

The broken stone and crushed gravel will hereinafter be referred to as mineral aggregate. It shall be of four sizes, as follows:

Coarse rock	1½" to 3/4"
Key rock	3/4" to ½"
Coarse screenings	½" to 1/8"
Sand or fine screenings	1/8" to dust

The road oil and the manner of its application shall conform with the specification given hereinafter under the heading "Road Oil."

First Application of Oil:

After the base macadam has been prepared and made free of dust and dirt, as hereinbefore specified, oil shall be spread over the prepared macadam base at a rate of 0.20 gallon per square yard.

Spreading of Coarse Rock:

Following the spreading of the oil, coarse rock (1½" to 3/4") shall be spread at a rate of .030 cubic yard per square yard. The spread shall cover the entire width of the roadway and shall be trued up to crown, grade, cross-section and even depth by means of motor graders and wheel drags supplemented by the addition of more stone where necessary and the removal of excess stone where required, the latter work to be done by hand.

After the coarse rock is in place, traffic shall be confined to one-half of the roadway width, and the course of coarse materials on the other half of the roadway shall be carefully hand spotted with additional stone or the removal of excess stone so that the surface is perfectly true to crown, grade and cross-section. If necessary to add additional stone to a certain spot, care should be used so that there is no segregation of the aggregate. The entire surface shall be carefully inspected and all spots showing any dirt, fine stone, earth, or other fine material shall be removed and replaced with satisfactory material.

After the surface has been hand-spotted in accordance with the above instructions, it shall be gone over lightly with a long wheel-base motor grader acting as a strike board removing small inequalities resulting from hand work. The surface shall then be lightly rolled, after which it shall be carefully checked with a straight edge or template so that the surface shall be free from humps and hollows and shall not vary more than one-fourth of one inch from a true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed and additional material shall be added as described above, after which the surface shall again be lightly touched up with the motor grader.

In adding new material, the old material shall be loosened before the new material is spread thereon. The surface shall then be thoroughly rolled until

locked and keyed. The rolling shall start at the edge of the surfacing, and shall proceed at a rate of not more than 60 feet per minute. If the stone begins to crack or chip, the rolling shall be discontinued.

Application of Key Rock:

After the coarse stone has been well rolled and compacted, as above described, oil shall be applied at a rate of 0.50 gallons per square yard, followed by an application of 3/4" - ½" key rock at a rate of approximately .012 cubic yards per square yard. This shall be made in two applications. First, an application of .010 cubic yards per square yard shall be made by backing over the freshly spread oil with an end dump truck. Second, the remaining material shall be spread by hand to chink up the interstices between the large stone. Immediately after the first application and during the hand spotting process, the stone shall be broomed and rolled. Wire brooms shall be attached to the roller and a wire broom to the motor grader. The brooming and rolling and addition of 3/4" - ½" key rock shall be continued until the coarse stone is well chinked up. No stone shall be placed over a width of about one foot at the center. This shall be keyed on the construction of the second half. Water shall be sprayed on the roller wheels or oil mats placed thereon so as to prevent the picking up of the road oil.

Construction of Second Half:

Immediately following the construction of the first half of the bituminous macadam, as above described, the second half shall be constructed in the same manner. The loose stone should stick up about ½ inch above the compacted portion before rolling, and care should be exercised to prevent the formation of a center joint. This can be accomplished by overlapping the blade grader on the first course.

Seal Coat:

After the key rock has been placed on the entire width of the surface, the half width last placed shall be made clean by brooming. Oil shall then be spread at a rate of 0.25 gallon per square yard, and that shall be followed by a spread of ½" - 1/8" screenings, the screenings being spread at a rate of .008 cubic yard per square yard. Following this, the screenings shall be carefully smoothed by means of brooms mounted on long wheel-base motor graders, and the course shall be rolled until properly compacted.

When the first course of the seal coat has been completed on one-half of the roadway in the manner described in the foregoing paragraph, the first course shall be placed on the other half of the roadway in identically the same manner. The surface shall then be subjected to traffic for a period of eight or ten days, following which it shall be made ready for the second course of the seal coat, by thorough brooming.

The second course of the seal coat shall be constructed in the same manner as was the first coat except that the oil shall be applied at a rate of 0.20 gal-

lon per square yard instead of 0.25 gallon per square yard, and, if the engineer so orders, the spreading of the ½" - 1/8" screenings shall be followed with a spread of sand or 1/8" to dust screenings, this material being spread at a rate of .[illegible] cubic yard per square yard.

ROAD OIL

Requirements and Methods of Test:

Road oil furnished under these specifications shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter, and upon arrival at the work shall show no signs of separation into lighter and heavier components. It shall be of the grade commonly called No. 5 road oil, and it shall conform with the following requirements:

Asphaltic Residue of 80 Penetration, Minimum - - - - - - - - - - - - - - - - -	95%
Viscosity, Float Test at 122 deg. f. Minimum - - - - - - - - - - - - - - - - -	250 Sec.
Flash Point, Pensky-Martens Minimum (degrees F)- - - - - - - - - - -	395
Water, Maximum	1/2%
Sediment, "	1%
Wax, "	2%
Bitumen (soluble in Carbon Bisulfide) Minimum - - - - - - - - - - - - - - - - -	99%
Bitumen (soluble in Tetrachloride) Minimum - - - - - - - - - - - - - - - - -	99%
Bitumen (insoluble in 86 deg. B paraffin naphtha) Minimum - - - - - - - - - - - - - - - - -	6%
Maximum - - - - - - - - - - - - - - - - -	27%
Penetration of Residue after loss on heating at 163 deg. C. 5 hrs. Minimum - - - - - - - -	125%

Except as otherwise indicated, the methods used in the testing of road oils shall be the methods prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration - -	Serial Des.	D243-26T	
Float Test on Bituminous Materials, 122 deg. F.	Serial Des.	D	139
Flash Point, Pensky-Martens Closed Tester- - -	" "	D	93
Water- -	" "	D	95

Bitumen (soluble in Carbon Bisulfide)- - - - - - - - - -	Serial	Des.	D 4
Bitumen (soluble in Carbon Tetrachloride)- - - - - - - -	"	"	D 165
Loss on Heating -	"	"	D 6
Penetration of Bituminous Materials - - - - - - - - - - -	"	"	D 5

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Dept. of Agriculture Bulletin 1216, revised September, 1928.

Manner and Method of Application of Road Oil:

At the time the oil is spread on the road, its temperature shall be approximately 375 degrees Fahrenheit.

Oil shall be spread only when the air temperature is above fifty degrees Fahrenheit, and oil that has been overheated or "Burned" shall not be used in the work.

The oil shall be spread by means of a pressure distributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of oil flushes to the surface and causes the surface to become sticky, this condition

tion shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than ten tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track, and cover the entire surface as many times as is necessary to thoroughly consolidate the stone. At least one roller shall be provided for each fifteen cubic yards per hour of aggregate spread.

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from a true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface, as above specified, exclusive only of the furnishing of the mineral aggregates which, as

hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. No. 3 Road Oil (F. O. B. nearest rail point)
2. Construction of Bituminous Macadam Wearing Surface.

The quantities of oil to be paid for shall be the number of gallons used in the work as determined by measuremont in the cars.

The quantity to be paid for under the item "Construction of Bituminous Macadam Wearing Surface," shall be the number of cubic yards of mineral aggregate actually incorporated in the work, the quantities to be measured in the trucks at the points of loading.

#1099

pp f6

May 13, 1931

Spring Street Iron Works,
Klamath Falls,
Oregon.

Attention of Mr. William L. Wales.

Gentlemen:

We acknowledge receipt of your letter of the 11th inst., concerning your claim in the sum of $76.48 against Washburn & Hall for supplies furnished in connection with the contract awarded to Washburn & Hall for the construction of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County, State Highway Contract 1099.

In connection with all State Highway Contracts, the successful bidder is required to furnish the State with a surety bond for the protection of claims incurred against the project. Such a bond was furnished by Washburn & Hall in connection with the above mentioned contract. This bond was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are Agents, with offices in the Yeon Building, Portland, Oregon.

Washburn & Hall have always been considered by this Department to be reliable contractors, and we do not believe that they have any intention of side-stepping the payment of your claim, provided they consider it a legitimate one and we do not doubt but what it is. We would suggest that you bill Washburn & Hall and if you secure no satisfaction then take the matter up with the bonding company. If you secure no satisfaction by so doing, then you still have recourse to action in the Courts and should file notice of the claim with the Secretary of State, in accordance with the provisions of Section 2921 of the Oregon Laws for 1920, a mimeographed copy of which we enclose.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

Spring Street Iron Works

Manufacturers of Iron Fences, Ornamental Iron Work and Special Machinery

Klamath Springs, Oregon

May 13, 1931

Bates, Lively & Pearson, Agents,
Aetna Casualty & Surety Company,
Yeon Building,
Portland, Oregon.

Gentlemen:

We hand you herewith a copy of a letter which we have today received from Spring Street Iron Works of Klamath Falls, relative to their claim in the sum of $76.48 against Washburn & Hall for supplies furnished on their contract for the construction of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County.

This information is given you as you appear as surety on the bond furnished in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

CC Washburn & Hall,
42 N. 41st St. N.,
Portland, Ore.

FRANK M. LOOSLEY

Spring Street Iron Works

INCORPORATED

Boilermakers, Ironworkers, Welders, Blacksmiths
Heavy Forgings, Logging Tools

KLAMATH FALLS, OREGON

May 11, 1931

Oregon State Highway Comm.
Salem, Oregon,

Gentlemen:

We have a claim against the firm of Washburn & Hall for supplies furnished on their contract on the Green Springs Highway, east of Ashland. This account amounts to $76.48.

Will you kindly advise what can be done about the matter at this time, And greatly oblige.

Yours very truly,

SPRING STREET IRON WORKS, INC,

William L. Hall

WLH/MI.

RECEIVED
MAY 12 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

PR86

March 12, 1931

Washburn & Hall
42 N. 41st St. N.
Portland, Oregon

Gentlemen:

Your request for an extension of time on contract No. 1099, Keene Creek-Jenny Creek Section of the Green Springs Highway, was considered at the meeting of the State Highway Commission on February 19, 1931 and the following action was taken:

"Washburn & Hall, contract No. 1099, re- grading and surfacing the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County, requested an extension of time to December 20, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission."

Very truly yours,

STATE HIGHWAY COMMISSION

By

District Engineer

Secretary

PW

pp86

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

February 27, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Returned herewith in quadruplicate is a voucher for Oregon Federal Aid Project No. 86 Reopened, for the period August 21, 1930, to December 20, 1930. The Federal Aid requested in $83,000. According to our records, the maximum amount of Federal Aid payable under the existing agreement is $82,352.38. However, as advised in our recent letter, pre-final vouchers should be made up for an amount somewhat less than the existing agreement. This amount in this case should not be greater than approximately $81,000.

If desired, this voucher may be re-typed and submitted again as a semi-final; but as the project was completed and accepted by this Bureau in November, it may be possible to re-submit it as a final without delaying to a great extent the payment of the funds involved.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Senior Highway Engineer

Encl.

Voucher was cancelled and new one issued

J. 363
Rust

2/14 11550.39
3/14 10902.75

(ORIGINAL)

D. O. Vou. No. _____

No. _____

PAID BY

(For use of Paying Office)

C VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

PPROPRIATION: (3x407.1) "Cooperative Construction of Rural Post Roads"
(CONSTRUCTION)

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon,
(Insert official or depository named in project agreement)

Address Capitol Building, Salem, Oregon.

Federal Aid Project: State Oregon County Jackson No. 86 Sec. A-5(Reop)

This voucher for period from August 21,1930 to Dec. 20, 1930 Contract No. A4pr

Project agreement executed February 1, 1923; modified October 19th, 1929.

Plans, specifications, and estimates recommended by District Engineer

For pro rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Work	Total Work Done	Pro rata of U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
Roads	$136,063.64	62%	$83,000.00	$71,449.63	$11,550.37	
Bridges						
TOTALS	$136,063.64		$83,000.00	$71,449.63	$11,550.37	

I CERTIFY that, in accordance with the laws of the State, and under the direct supervision of the State Highway Department thereof, labor and materials have been actually put into the road comprising the above-mentioned project, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in the quantities and to the amounts stated herein; that such construction of said project has been done in accordance with said plans and specifications; that no claim has been presented to or payment made by the United States for the labor and materials for which payment is claimed herein; and that the quantities and values of said labor and materials so actually put into said construction, in conformity to said plans and specifications, are as shown in the "Statement of Labor and Materials" herewith.

(Signature) J.O. Nash

(Title) Assistant Office Engineer,

For Oregon State Highway Department.
(Insert official name of highway department)

I CERTIFY that the labor and materials herein described have been inspected by me, or under my direction, by an employee of the Bureau of Public Roads of the Department of Agriculture; that the same have been performed as claimed, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in accordance with the rules and regulations made by him, and that the amount now claimed by [redacted]

[redacted]
District Engineer,
Bureau of Public Roads, Department of Agriculture.

Account submitted for $ 11,550.37

Differences [herein explained] _____

Approved for $ _____

Chief Accountant,
Bureau of Public Roads, Department of Agriculture.

Paid By Check No. _____, dated _____, for $ _____
on the Treasurer of the United States to the order of the payee named above.

8—7181

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State Oregon County Jackson No. 86 Sec. A-5

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	KEENE CREEK-JENNY CREEK, REGRADING AND RESURFACING					
	Clearing and Grubbing	100%	Lump Sum		$ 6,400.00	
	Common Excavation	81,727.2	cu.yds	$0.55	44,949.96	
	Solid Rock Excavation	33,587.3	" "	0.55	18,473.01	
	Overhaul	151,244	yd.sta.	0.03	4,537.32	
	Truck Haul	10,096.8	" mi.	0.30	3,029.04	
	12" Concrete Pipe	45	lin.ft.	1.50	67.50	
	18" " "	654	" "	2.75	1,798.50	
	24" " "	165	" "	3.50	577.50	
	36" " "	93	" "	6.00	558.00	
	12" Corr. Galv. Iron Pipe	516	" "	1.50	774.00	
	18" " " " "	36	" "	2.75	99.00	
	36" " " " "	42	" "	6.00	252.00	
	6" Porous Drain Tile	964	" "	0.40	385.60	
	Sub-base Course Surfacing	15,691	cu.yds.	1.50	23,536.50	
	Base Course Surfacing	4,207	" "	1.50	6,310.50	
	Top " "	7,275	" "	1.65	12,003.75	
	Earth Filler	2,988.5	" "	0.40	1,195.40	
	Filler Haul	4,721.75	yd.mi.	0.20	944.35	
	Hauling Broken Stone (Truck Measure)	56,509.5	" "	0.18	10,171.71	

				Hauling Broken Stone (Truck [illegible]		
						97

#1099
150D
PR86

February 25, 1931

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention: K. V. Lively

Gentlemen:

In response to your inquiry of February 23 we wish to advise that final payment has been made to Washburn & Hall on their contract no. 1099, Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County.

The total amount paid the above contractor in connection with this job was $151,496.51, of which amount $727.15 was for force account work.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

J. McF:S

BATES, LIVELY & PEARSON
GENERAL AGENTS
AND INSURANCE BROKERS
YEON BUILDING
PORTLAND, OREGON

February 23, 1931

Oregon State Highway Commission,
Salem, Oregon

In Re: SB-444339 - Washburn & Hall,
Contract No. 1099, construction
of the Keene Creek-Jenny Creek Section of
Green Springs Highway, Jackson County, Oregon

Gentlemen:

Please advise us if you have as yet made final payment to Washburn & Hall on the above captioned contract, and if so, please advise us of the total amount paid.

Very truly yours,

BATES, LIVELY & PEARSON

By T. V. Lively

BVS

FEB 25 1931

Form 39—E-18703—2M—10-30

1R86

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 31, 1931

Job name Keene Creek-Jenny Creek Regrade & Surface

Highway Green Springs

County Jackson Job prefix 15PD

Week from Jan 25 to 31

Mail address Ashland

Telegraph or telephone address 4

Express and freight address 4

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Received final est and notes back from Salem office for recheck. Made the recheck and forwarded back to Salem office Jan 29-1931.

RECEIVED
FEB 3 1931
LABOR

(See back of this sheet for instructions and detailed information.)

Signed P.P. Whitmore

Title Resident Engineer

Form 39—E-18160—1500—9-30

CA 86

GRADING CONSTRUCTION

Total miles of grading in project 6.56

Miles completed 6.56

Miles completed except finishing

Total cubic yards in project 115108.1

Cubic yards moved to date "

Miles covered by contractor's forces 6.56

Miles cross-sectioned "

Miles cross-sections completed and checked "

Miles to be remeasured

Number men in Engineering Party 1

Contractor's average force for week ——— men,

teams, steam shovels

Grading completed Dec 31, 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 6.56

Miles completed "

Miles partially done

Total cubic yards in project 35148.2

Cubic yards produced to date "

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Project completed Dec 31 1930

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 15 PD Percentage 25
2. 15 VF Percentage 50
3. 15 DL Percentage 25
4. Percentage

Form 39—E-18160—1500—9-30.

FA 86

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 3, 1931

Job name Keene Crk-Jenny Crk Regrade & Surface

Highway Green Springs

County Jackson Job prefix 15PD

Week from Dec 28 to Jan 3

Mail address Ashland

Telegraph or telephone address "

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor moving out.

Engineers working on final estimate Monday and sent it in to Gt. Pass Div. Office
Worked on 18DV estimate Tues
Moved office to Pacific Hwy-Grn Sp. Hwy Junction Wed Dec 31.
Rest of week on 15VF Job.

GRANTS PASS DIV. OFFICE

(See back of this sheet for instructions and detailed information.)

Signed P P Delahitmore

Title Res Engineer

GRADING CONSTRUCTION

Total miles of grading in project 6.56

Miles completed 6.56

Miles completed except finishing .....

Total cubic yards in project 115314

Cubic yards moved to date 115314

Miles covered by contractor's forces .....

Miles cross-sectioned 6.56

Miles cross-sections completed and checked 6.56

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about Is Complete

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 6.56

Miles completed 6.56

Miles partially done .....

Total cubic yards in project 35000

Cubic yards produced to date 35000

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about Is Complete

Number of men in Engineering Party 2

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 15 PD *Percentage* 20
2. 18 DV *Percentage* 30
3. 15 VF *Percentage* 50
4. *Percentage* .....

#1099
150D
PR86

August 4, 1930

Newbury & Newbury
Attorneys at Law
Medford, Oregon

Attention: Gus Newbury

Gentlemen:

We hand to you herewith a copy of a portion of the letter that we have today received from Washburn & Hall concerning the claim of your client by the name of Samuel Meadows, who, you advised us a few days ago, worked on the contract that the State Highway Commission awarded to Washburn & Hall for the regrading and resurfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County.

This letter is self-explanatory.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

42 EAST 41st STREET NORTH

WASHBURN & HALL
GENERAL CONTRACTORS
PORTLAND, OREGON

Ashland, Oregon.
August 1, 1930

Mr. Roy A Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H.B. Glaisyer
Chief Clerk.

Dear Sir:-

Your letter of July 25th relative to the account of one Samuel Meadows against Gus Fowler is received.

The copy of Mr. Newbury's statement which you enclosed in your letter shows that May 24th was the last date that Mr. Meadows worked for Mr. Fowler.

Mr. Fowler moved on to our job from Klamath Falls on May 26th in the evening and went to work with his truck hauling rock May 27th. No one on our job knows Mr. Meadows and to the best of our knowledge, he was never here.

Mr. Fowler drove his own truck with the exception of three or four days when his brother drove it. His brother is still living near our work but is not working for us. Mr. Gus Fowler who owned the truck left here July 2nd.

If Newbury & Newbury had taken this matter up with us before they wrote to the State Highway Commission, we could have given them the above information and saved a lot of needless correspondence.

Our records are clear on this matter and can be easily proven.

Yours very truly,

Washburn & Hall

By, S. Washburn

#1099
1880

PR 86

July 25, 1930

Newbury & Newbury
Attorneys at Law
Medford, Oregon

Attention: Gus Newbury

Gentlemen:

This acknowledges receipt of your letter of the 24th instant with reference to the claim of Sam Meadows against Mr. Fowler being for services rendered Mr. Fowler in connection with highway construction work in Klamath County.

We note that three days of Mr. Meadows time was spent in connection with the contract awarded to Washburn and Hall and the balance of the time was in connection with the contract of Dunham and Baker, and in this connection wish to say that the contract awarded to Washburn and Hall was a State Highway contract but the Dunham and Baker contract is evidently one awarded by Klamath County over which we have no jurisdiction. For further information concerning this we would refer you to the County Court of Klamath County.

Concerning the contract awarded to Washburn and Hall would say that this is State Highway contract #1099 for the regrading and surfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway. Washburn and Hall furnished the State with a bond for the protection of labor and material claims, and all just debts, dues and demands incurred against the project. This bond is offered for Mr. Meadows protection. It was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland. We would suggest that you take the matter up with Washburn and Hall and also the bonding company. It may be that satisfactory arrangement for the settlement of the claim may be effected by so doing. In accordance with our usual practice we are today calling this matter to the attention of Washburn and Hall.

Very truly yours

Roy A. Klein
State Highway Engineer
By
H. B. Glaisyer
Chief Clerk

HBG:W

July 25, 1930

Washburn and Hall
42 East 41st St. N.
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from Newbury & Newbury, attorneys at Medford, concerning the claim of a man by the name of Samuel Meadows against a man by the name of Fowler who it is stated was employed on your contract for the Keene Creek-Jenny Creek Section of the Green Springs Highway and also the Dunham and Baker contract at Chiloquin.

The claim against this contract amounts to $15.50.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H.B. Claisyer
Chief Clerk

HBC:W
Ins.

July 25, 1930

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from Newbury & Newbury, attorneys at Medford, in which we are advised of the claim of Samuel Meadows against a man by the name of Fowler, who it appears was working for Washburn and Hall in connection with the regrading and surfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County. The amount of the claim against this contract is $15.50.

This information is given you as you appear as surety on the bond furnished by Washburn and Hall in this instance.

The Dunham and Baker contract mentioned in this letter is not a state highway contract, hence no reference is made to that portion of the letter.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H.B. Glaisyer
Chief Clerk

HBG:W
Inc.

GUS NEWBURY DONALD R. NEWBURY

NEWBURY & NEWBURY
ATTORNEYS AT LAW
MEDFORD, OREGON

July 24, 1930

JUL 25 1930

State Highway Commission
Salem, Oregon

Dear Sir:

I wrote you some time ago about the claim of Sam Meadows for service on the state highway at the Greenspring Mountain, and it seems that I was somewhat mistaken in my information which I gave you. Meadows worked on the Greenspring Highway only three days for Fowler, but he worked for Fowler on the state highway at Chiloquin, driving a truck for him. Meadows was receiving 75¢ per hour as a truck driver, and he worked from the 6th of May to the 24th of May straight through inclusive, excepting for Sunday, the 11th, and Thursday, the 22nd. This made a total of 16 days.

The following is a statement of the hours he worked on each of these days:

May 6	Tues.	8	Hrs.
7	Wed.	8	"
8	Thurs.	8	"
9	Fri.	16	"
10	Sat.	8	"
12	Mon.	10	"
13	Tues.	16	"
14	Wed.	18	"
15	Thurs.	10	"
16	Fri.	7	"
17	Sat.	15	"
18	Sun.	9	"
19	Mon.	9	"
20	Tues.	15	"
21	Wed.	10	"
23	Fri.	10	"
24	Sat	5	"
	Total	182	Hrs.

ANSWERED I. B. C.

At 75¢ an hour he had coming $136.50. He was pa. $45.00 which left a balance of $91.50 that is due Meadows for work on the Chiloquin Job. Dunham and Baker had this contract, and Fowler was working for Dunham and Baker.

On the Greensprings job, Washburn and Hall had the contract, and Fowler was employed by Washburn and Hall.

1099

Meadows worked three days for Fowler on this job, one day 7 hours, another 8 and another 5, making a total of 20 hours at 75¢, making $15.50 due Meadows on the Greenspring job.

This man's name is Samuel Meadows, but on each of these jobs he was known as "Izzy".

Will you do me the kindness to take this matter up with these contractors and see that this man Meadows is paid, forwarding the remittances to me for delivery to Mr. Meadows?

Very truly yours,

GUS NEWBURY.

P. S. Meadows informed me that a man by the name of Smith was Checker on the Greenspring job, and on the slip the name "Meadows" was written.

On the job at Chiloquin the name "Fowler" was written by the State Checker.

On the Chiloquin job one of the Checkers' names was Baker. The other Checker was known as "Shorty". I am giving you this information so that you will have no trouble in tracing the correctness of these statements.

G. N.

#1019
1500
PR 86

WASHBURN & HALL
GENERAL CONTRACTORS
[illegible] OREGON

[illegible]

July 11, 1930

Newbury & Newbury
Attorneys At Law
Medford, Oregon
Dear Sirs:-

Acknowledging your letter of the 7th relative to the letter written to you by Newbury & Newbury attorneys of Medford.

Gentlemen:

Mr. Gus Fowler did some road hauling for us but quit and was paid up in full on [illegible] or several days before we received the Newbury letter.

Attached hereto is a copy of a letter that we have received from Washburn & Hall relative to the claim of a man by the name of Samuel Meadows against Gus Fowler who is a subcontractor under Washburn & Hall in connection with highway construction work.

Yours very truly,

If Mr. Washburn's statement is correct it seems to us that Mr. Meadows will have no claim against the funds due Washburn & Hall on their contract.

Very truly yours

cc: Aetna Casualty [illegible]
Portland, Oregon

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

42 EAST 41st STREET NORTH

WASHBURN & HALL
GENERAL CONTRACTORS
PORTLAND, OREGON

Ashland, Oregon.
July 9, 1930.

Roy A Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Answering your letter of the 7th relative to the letter written to you by Newbury & Newbury attorneys of Medford.

Mr. Gus Fowler did some rock hauling for us but quit and was paid up in full on July 1st or several days before we received the Newbury letter.

Mr. Samuel Meadows whom Mr. Newbury claims worked for Fowler, did not work on our job and we know nothing about him. Mr. Fowler drove his own truck here.

Yours very truly,

Washburn & Hall
By, S. Washburn

cc: Aetna Casualty & Surety Co
Portland, Oregon.

NOTED
H. B. GLAISYER

#1099
1500
PR96

July 7, 1950

Aetna Casualty & Surety Co.
Bates, Kilkenny & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We hand you herewith a copy of a letter that we have today received from Newbury and Newbury attorneys of Medford, Oregon in which we are advised of the claim of Samuel Meadows against Cas Fowler who we understand is a subcontractor under Washburn and Hall in connection with their contract for the construction of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County. This letter is self explanatory and is sent to you as you appear as surety on the bond furnished by Washburn and Hall in this instance.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Gleisner
Chief Clerk

HBG:W

cc: Washburn & Hall
42 East 41st St.
Portland, Oregon

July 7, 1930

Newbury & Newbury
Attorneys at Law
Medford, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 5th instant in which you advise us of the claim of Samuel Meadows against Gus Fowler, subcontractor under Washburn and Hall to whom the State Highway Commission awarded contract #1099 for the regrading and surfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County.

In connection with this contract Washburn and Hall were required to furnish a bond for the protection of labor and materials and all just debts, dues and demands incurred against this project. This bond was written by the Aetna Casualty & Surety Company for whom Bates, Lively and Pearson are agents with offices in the Yeon Building, Portland, Oregon.

This bond is liable for all legitimate claims incurred against the original contractor or the subcontractors. We would suggest that you take the matter of Mr. Meadows claim up with Washburn and Hall and also with the Surety company. It is likely that satisfaction may be secured by so doing.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

DONALD R. NEWBURY

NEWBURY & NEWBURY
ATTORNEYS AT LAW
MEDFORD, OREGON

July 5, 1930

State Highway Commission
Salem, Oregon

Dear Sirs:

Gus Fowler, we are advised, is working under Washburn & Hall, who have the contract to do work for the State Highway Commission on the Greensprings Road.

Samuel Meadows has been working for Fowler, who is indebted to him for $80.00 and which Fowler refuses to pay, and we are asking the good officers of the State Highway Commission to see that Mr. Fowler through the persons with whom he has his contract to pay Mr. Meadows for the labor which he did and performed for him.

Will you do me the kindness to let me know what you will do about this matter?

Very truly yours,

GUS NEWBURY.

cc: Washburn & Hall and Gus Fowler.

GN:EB

RECEIVED
JUL 7 1930
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

#1099
150D

PP 86

UNITED STATES NATIONAL BANK
EUGENE, OREGON

EUGENE, OREGON.

July 5, 1930.

Mr. Roy E. Klein, State Highway Engineer,
Salem, Oregon.

Dear Mr. Klein:

We inclose estimate number 9 of Washburn and Hall, contract number 1099, on the Green Springs Highway Section Keene Creek-Jennie Creek, amounting to $23,409.32, for materials furnished and work done to June 20th, 1930. This estimate has been regularly assigned to us and we would be pleased to have you acknowledge receipt of this letter and estimate and when warrant is issued send same to us.

In a letter we had from Mr. Washburn today he stated that the approval of their bonding company would be mailed to you in a day or so.

Very truly yours,

Powell Pratt

PP/C Vice-President.

JUL -7 30

3608

42 EAST 41st STREET NORTH

WASHBURN & HALL

GENERAL CONTRACTORS
PORTLAND, OREGON

July 5, 1930.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are enclosing herewith the approval of the Aetna Casualty & Surety Co to assign our June 20th estimate to the United States National Bank of Eugene. The estimate has been sent to the bank.

Yours very truly,

Washburn & Hall

By, S. Washburn

JUL -7 30

BATES, LIVELY & PEARSON

GENERAL AGENTS
AND INSURANCE BROKERS

YEON BUILDING

PORTLAND, OREGON

July 3, 1930

Washburn & Hall
42 E. 41st St. North
Portland, Oregon

Re: SB 444339 - Green Springs
Highway Project.

Gentlemen:

Pursuant to the request in your letter of June 30th we enclose herewith three copies of the assignment of Estimate No. 9, to the United States National Bank of Eugene.

We trust the enclosures will be found in order.

Very truly yours,

BATES, LIVELY & PEARSON

By R. Lively

CP
Enc.

BATES, LIVELY & PEARSON
GENERAL AGENTS
AND INSURANCE BROKERS
YEON BUILDING
PORTLAND, OREGON

July 8, 1930

State Highway Commission
Salem, Oregon

Re: Estimate No. 9, Washburn & Hall, Regrading & Surfacing of Green Springs Highway, Keene Creek, Jenny Creek Section of Jackson County.

Gentlemen:

We hereby consent to the assignment by Washburn & Hall to the United States National Bank, of Eugene, of Estimate No. 9, upon their contract for the regrading and surfacing of Green Springs Highway, Keene Creek, Jenny Creek Section of Jackson County, Oregon.

Very truly yours,
THE AETNA CASUALTY & SURETY CO.
By
Resident Vice President.

CP

FORM S-A-1 S-14705 5000 12-29

COMMISSIONERS
H. BRYAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

#1099

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

I S P &

UNITED STATES NATIONAL BANK

OREGON STATE HIGHWAY COMMISSION

SALEM

May 7, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

United States National Bank

Eugene, Oregon.

Attention: Powell Plant,
Vice president.

Gentlemen:

This acknowledges receipt of the assignment in your favor given by Washburn & Hall covering their estimate 7, contract 1099 for $6,936.49, together with the consent of the surety company. The voucher is being passed to the Commission for approval and the warrant will be made payable to your bank.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

CFS:L
cc Washburn & Hall
42 E. 41st St. N
Portland, Oregon.
cc H. B. Glaisyer, Office.

NOTED
H. B. GLAISYER

UNITED STATES NATIONAL BANK
EUGENE, OREGON

EUGENE, OREGON.

May 6, 1930.

State Highway Commission,
Salem, Oregon.

RECEIVED
MAY 7 1930
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

We are inclosing assignment and estimate No. 7, Keene Creek - Jenny Creek Section of the Green Springs Highway, Jackson County, Oregon, for $6936.49, which has been regularly signed, witnessed and acknowledged by Washburn and Hall.

Will you please acknowledge receipt of this assignment and estimate and mail warrant to us when issued.

Very truly yours,

Powell Plant

Vice-President.

PP/C

NOTED

STENCIL NO. 125

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please
refer to File No._____

Jan. 11, 1930

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 86.

[illegible]

Very truly yours,

W. H. LYNCH
District Engineer

By [signature]
Highway Engineer

Encls.

Oregon #86

SPECIAL PROVISIONS

Keene Creek-Jenny Creek Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the twenty-seventh (27th) day of June, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the regrading and surfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County, and of the furnishing, in stock piles, of approximately 6,750 cubic yards of broken stone for later use by the state in connection with maintenance and betterment operations.

The length of the project is 6.67 miles. The west end of the project is at Station 54+84, which station is approximately eleven miles east of the junction of the Green Springs Highway with the Pacific Highway. The east end of the project is at Station 405+50, which station is approximately four and one-half miles west of the Jackson-Klamath County Line.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30, 1930.

REGRADING WORK

Clearing and Grubbing:

The clearing and grubbing work shall be done in accord with the standard specification for "Clearing and Grubbing" as given on pages 20 and 21 of the standard specification form, and in accord with the following supplemental provisions:

Such trees within the area to be cleared as the engineer may request the contractor to leave standing, shall be left standing, and the contractor shall see to it that such trees are in no way injured by the falling and burning of other timber or

R. H. Wilson

10-19-29

Oregon #86

SPECIAL PROVISIONS

Keene Creek-Jenny Creek Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the twenty-seventh (27th) day of June, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the regrading and surfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County, and of the furnishing, in stock piles, of approximately 6,750 cubic yards of broken stone for later use by the state in connection with maintenance and betterment operations.

The length of the project is 6.67 miles. The west end of the project is at Station 54+84, which station is approximately eleven miles east of the junction of the Green Springs Highway with the Pacific Highway. The east end of the project is at Station 405+50, which station is approximately four and one-half miles west of the Jackson-Klamath County Line.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30, 1930.

REGRADING WORK

Clearing and Grubbing:

The clearing and grubbing work shall be done in accord with the standard specification for "Clearing and Grubbing" as given on pages 20 and 21 of the standard specification form, and in accord with the following supplemental provisions:

Such trees within the area to be cleared as the engineer may request the contractor to leave standing, shall be left standing, and the contractor shall see to it that such trees are in no way injured by the falling and burning of other timber or

R. J. Walsh

APPROVED
ACTING ENGR.

10-19-29

from other cause. All brush, snags, dead trees, logs, stumps and other undesirable vegetable matter shall be cleared from around and among the trees left standing, as wellas from the other portions of the areas to be cleared.

All cutting of trees, snags, brush and stumps shall be done as close to the ground surface as is reasonably possible.

The lump sum price bid for "Clearing and Grubbing" shall be understood to include and cover, in addition to the clearing and grubbing work specified in the standard specification, the clearing work necessary to clear the following portions of the project to the following widths:

Station to Station	Width of Clearing To Left of Centerline	To Right of Centerline
75 +50 to 78+00	40 feet	80 feet
177 +00 to 179+00	50 "	60 "
188 +50 to 191+50	50 "	50 "
201 +00 to 203+00	40 "	50 "
270 +50 to 271+50	40 "	50 "

The contractor will be allowed to log and to sell for his own benefit all or any part of the merchantable timber occurring within the limits of the area to be cleared, except such trees as are designated by the engineer to be left standing. It is understood, however, that all of the logs shall be removed from the highway right of way before September 30, 1930, and that payment to the contractor of the final estimate will not be made until the logs are either hauled away to the mills or burned.

Classification:

All pay excavation shall be classified on the two classification basis of classification which is described on page 22 of the standard specifications.

Disposition of Boulders:

In so far as it is practicable to do so, boulders encountered in the excavations shall be used in the embankment construction and shall be so placed in the embankments as to be at least six inches below the finished grade. Boulders which cannot thus be used in the embankment construction shall be placed along the edges of the right of way or shall be otherwise dis-

posed of in a manner satisfactory to the engineer. In no case shall they be left strewn along the roadbed slopes.

Extension of Pipe Culverts:

The corrugated iron pipe included among the bid items is to be used to extend pipe culverts that are already in place.

The prices bid for corrugated iron pipe shall be understood to include and cover the furnishing of whatever extra collars are necessary to properly join the new lengths of pipe to the pipes which are to be extended, and the performance of whatever other work may be required to completely install the extensions in a substantial and otherwise satisfactory manner, excepting only, the work of making necessary excavations, which work will be paid for at the prices bid for the respective classes of excavation.

BROKEN STONE SURFACING

Standard Specification to Apply:

The broken stone surfacing shall be constructed in accordance with the standard specification for "Rock Surfacing" as the same is given on page 28 of the standard specification form, except as this standard specification is hereinafter supplemented and qualified.

Kind and Quality of Materials:

The materials to be used in the construction of the broken stone surfacing shall be clean broken stone manufactured from the hardest, most durable and otherwise most suitable rock available from two prospective quarry sites, one of which is located about 1,000 feet south of Station 260, and the other of which is located about 500 feet north of Station 265. The state will acquire whichever one of these two sites the contractor may elect to use, but the state makes no guarantee that the site north of Station 265 contains sufficient acceptable rock to fully complete the job. If the contractor elects to use the quarry site north of Station 265, he assumes all risk of that site not containing the full required quantity of acceptable rock, and the risk of having to move to the other site in order to fully complete the work.

Sizes of Materials:

The broken stone to be used in the surfacing work shall be of three sizes, viz: sub-base course material, base course

materials, and top course material.

All of each size of material shall pass a screen having openings of a certain size, and all of each size of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings in Screen thru which all must pass.	Size of Openings in screen upon which all must be retained
Sub-base course material	2½ inch, circ.	3/4 inch, circ.
Base course material	1½ " "	1/8 " square
Top course material	3/4 " "	1/8 " "

Each size or grade of material shall be well graded between the specified maximum and minimum limits.

Quantities of Material per Mile:

The quantities of materials required to construct the surfacing to the specified cross-section are approximately as follows:

	Cu.Yds per Mile
Sub-base course materials	2,500
Base course materials	600
Top course materials	300
	3,400

Preparation of Subgrade:

The subgrade shall be prepared for the surfacing in the manner described in the standard specification for rock surfacing except that where the grade and alignment of the new construction is such that the old surfacing can be utilized as a base upon which to construct the new surfacing, the trenching of the subgrade will be dispensed with and, instead, the old surfacing shall be scarified and reshaped in such manner as the engineer may direct.

Sub-base Materials To Be Placed in Two Courses:

The sub-base course materials shall be placed in two courses of approximately equal thicknesses, each course being separately bound and compacted.

Measurement and Payment:

Payment for the broken stone surfacing constructed as specified will be made on the same basis as is specified in the standard specification for rock surfacing, except that separate payment will be made for the hauling of the materials from the bunkers to the place of deposit on the highway, this separate payment to be made at the price bid per yard mile for "Hauling Broken Stone, Truck Measure." Haul distances will be measured in half-mile units, fractional half miles being allowed for as full half miles.

MATERIALS FOR MAINTENANCE AND BETTERMENT PURPOSES

Work to be Done:

Under this specification, the contractor shall furnish and deliver in stock piles approximately 6,750 cubic yards of broken stone for later use by the state in connection with betterment and maintenance operations on the Keene Creek-Jenny Creek Section.

Quality of Materials, Etcetera.

The materials to be furnished under this specification shall be of the same kind and quality as is hereinbefore specified for the materials to be furnished for the surfacing work.

The conditions governing the acquiring and developing of the sources of materials shall also be the same as apply in connection with the surfacing work.

Sizes and Grades of Materials:

The materials shall be of three sizes or grades, which sizes or grades will hereinafter be referred to as Grade "A", Grade "B" and Grade "C".

All of each grade of material shall pass a screen having openings of a certain size, and all of each grade of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings in Screen through which All must pass	Size of Openings in Screen on which all must be retained.
Grade "C"	1½ inch, circular	3/4 inch, circular
Grade "B"	3/4 " "	1/2 " "
Grade "A"	1/2 " "	1/8 " square

Each size or grade of material shall be well graded between the specified maximum and minimum limits.

Place of Delivery:

The materials shall be delivered in stock piles, which stock piles shall be located upon such suitable sites within one-half mile of the quarry as the engineer may select and designate.

Preparation of Stock Pile Sites:

The sites for the stock piles shall be cleared and otherwise prepared in accordance with the instructions of the engineer.

The work involved in the preparing of the sites will be considered "extra work", and will be paid for accordingly.

Height and Form of Piles:

The piles shall be not less than ten (10) feet in height, with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable. Shaping of the piles by hand or with fresnoes will be required unless satisfactory piles are provided by other means.

Separate piles shall be provided for each of the different grades of materials, and the piles shall be so arranged that there will be no possibility of the different grades becoming mixed.

Measurement and Payment:

For the furnishing, hauling and stock piling of crushed gravel in accordance with the foregoing specifications, payment will be made at the prices bid per cubic yard for the following items:

1. Grade "A" Materials in Stock Pile.
2. Grade "B" Materials in Stock Pile.
3. Grade "C" Materials in Stock Pile.

The quantities of materials to be paid for shall be determined by measurement of the materials in the completed stock piles, no allowance being made for settlement or shrinkage.

If, for any reason, the contractor should be required to haul any of the materials a greater distance than one-half mile, payment will be made for such part of the haul as is in excess of one-half mile at a price to be agreed upon between the engineer and the contractor.

EARTH FILLER

Standard Specification to Apply:

Earth filler shall be furnished and placed in accordance with the standard specification for "Earth Filler" as the same is given on page 31 of the standard specification form, except as that standard specification is hereinafter supplemented and qualified.

Kind and Source of Materials:

The materials that the contractor will be required to load, haul and incorporate in the surfacing under the item "earth filler" shall be the stone chips, stone dust and other material below one-eighth (1/8) inch in size which is to be screened from the broken stone (as hereinbefore provided), and/or sand or sand loam from such sources as the engineer may select and designate.

SALVAGING OLD SURFACING MATERIALS

Under this item the contractor shall salvage from those portions of the present travelled highway which are to be abandoned, and from such other portions of the highway as the engineer may designate, as much of the old surfacing material as can be salvaged in good condition, and he shall haul and use

the salvaged materials in the construction of the sub-base and base courses of the new surfacing.

For the salvaging, loading, hauling and placing of these old materials as above specified, the contractor will receive payment at the price bid per cubic yard for "Salvaging Old Surfacing Materials," it being understood, however, that if any of the materials are required to be hauled more than one-half mile, separate payment for such part of the haul as is in excess of one-half mile will be made at the price of eighteen cents ($0.18) per yard mile, the haul distances to be measured in half mile units, fractional half miles being allowed for as full half miles.

The quantities to be paid for will be determined by measurement of the salvaged materials in the trucks.

MISCELLANEOUS PROVISIONS

Disposition of Rejections:

In accord with the provisions which appear on page 15 of the standard specification form under the head "Waste Materials and By-Products to be Property of State" the one-eighth inch materials screened from the broken stone shall become the property of the state, payment therefor being understood to be included in the payments to be made for the surfacing work and for the furnishing of materials in stock piles.

If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be used as filler material in the surfacing, they shall be so used, and for the loading, hauling and placing of the materials, so used, the contractor will receive payment in the same manner and at the same prices as he receives payment for any other materials furnished under the item "Earth Filler." If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be hauled and stock-piled, they shall be so hauled and stock-piled, and for the loading, hauling and stock-piling, the contractor will receive payment at a price of twenty-five cents ($0.25) per cubic yard, the materials to be measured in the completed stock piles, it being understood that if the materials are hauled more than one-half mile, payment will be made for the part of the haul that is in excess of one-half mile at a price to be agreed upon between the engineer and the contractor.

Use of Materials from Stock Piles:

The right is reserved by the state to use materials from stock piles before the piles have been entirely completed and measured. The quantities of materials so used shall be measured in the trucks into which they are loaded from the stock piles, but from such measurement a deduction of five (5) per cent shall be made for "swell". Payment will be made for the materials at the price which applies to the same class of materials delivered in stock pile.

Schedule of Performance:

The work to be done under this contract shall be performed part during the working season of 1929 and pa rt during the working season of 1930.

The work to be done during the 1929 season shall consist of the grading of all of those portions of the project that can be graded without cutting into, covering, or damaging in any way the present travelled roadbed and its surfacing.

The work to be performed during the 1930 season shall consist of the completing of the grading work and of the performance of the surfacing work.

It shall be optional with the contractor whether the materials which are to be delivered in stock piles are delivered part during 1929 and part during 1930, or all during 1930.

All work specified to be performed during the 1929 season shall be completed by November 30, 1929. The work specified to be performed during the 1930 season shall not be commenced until after the arrival of dry weather conditions in the spring (about April 15th, or May 1st).

PROVISION FOR TRAFFIC

The attention of the contractor is especially called to the matter of handling traffic over the road during the progress of the grading work.

The work shall at all times be conducted in such manner as will cause as little delay, difficulty and inconvenience to traffic as is practicable. Except in those cases in which it is impracticable to either keep the roadway clear or to provide suitable detours, no part of road shall at any time be blocked or closed to traffic, and even in those cases, traffic shall not be interrupted for intervals of more than fifteen minutes without

the prior permission of the engineer.

The contractor shall provide such flagmen, gates, barricades lights, warnings, direction signs, and other facilities as may be needed to safeguard and direct the travelling public and to otherwise satisfactorily handle traffic past the work .

Reimbursement of the contractor for such expense as may be involved in providing for and handling traffic as above specified and for such extra expense as may be involved in conducting the construction operations in conformity with the requirements stated, shall be understood to be included in the prices to be paid for those items of work to be performed under the contract which are specifically included among the bid items, and no separate payment will be made therefor.

PR*86

November 14, 1938.

Mr. P. P. Wilmore,
Portland Highway,
Public Highway Department,
Pinehurst, Oregon.

Dear Sir:

The criticism which Mr. Chandler has made on the enclosed extra work order indicates that the work mentioned in the order should be charged to maintenance project 30 HW, and that it is not properly considered extra work in connection with the Washburn & Hill Contract. The enclosed extra work order should therefore be cancelled and payment for the work should be made on commercial vouchers entirely separate from payments in connection with Contract No. 2296.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

CC Mr. W. L. Chandler

November 14, 1928.

Mr. P. P. Whitmore,
Resident Engineer
State Highway Department,
Pinehurst, Oregon.

Dear Sir:

For your information we are enclosing herewith a copy of our agreement with Washburn and Hall, relating to the change in quarries to be used in connection with the regrading and resurfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway.

Please note particularly that in your monthly and final estimates, the quantities of hauling of surfacing materials to be shown are not to be the quantities of hauling actually performed, but instead, are to be the quantities of hauling that would have been required to deliver the materials from the originally contemplated site 1000 feet south of Station 200.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

CC Mr. W. E. Chandler

BATES, LIVELY & PEARSON

GENERAL AGENTS
AND INSURANCE BROKERS

YEON BUILDING

PORTLAND, OREGON

November 9, 1929

6186

Roy A. Klein,
State Highway Engineer,
Salem, Oregon

In Re: Washburn & Hall, Contract for regrading and surfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson Co., Oregon

Dear Sir:

We have properly signed the three copies of the agreement executed by the State Highway Commission and Washburn & Hall covering the change in quarry site on the above captioned job, and are returning these copies herewith.

Very truly yours,

BATES, LIVELY & PEARSON

By Judd C. Ward

Enc.
BVS

NOTED
H R GLADYER

November 7, 1939

Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are mailing you herewith three copies of an agreement executed by the State Highway Commission and Washburne & Hall, covering the change in quarry site on the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County. The original contract, you will recall, covered the regrading and surfacing of the above mentioned section of highway, which contract was awarded to Washburne and Hall on June 27, 1939.

On the second page of each copy of this agreement is a space for you to sign to indicate your consent to the modification of the original agreement. Will you please execute all three copies in the usual manner, and when this is done, return all three copies to this office.

We will be pleased if you will expedite this matter for us.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

November 6, 1929

Washburn & Hall,
42 E. 41st St. N.,
Portland, Oregon.

Gentlemen:

I am returning to you herewith a copy of the executed agreement covering the change in quarry on the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County, designated as contract No. 1099.

It is noted that when you sent this contract in, you crossed off the paragraph covering the acquisition of the quarry site. In this connection, it will be understood that the state will acquire the title to the quarry which you have selected, but that you will be required to pay the additional cost of this site over the amount that the State would have had to pay for the quarry site selected and designated in the plans and specifications for this job. If we are able to carry through our present negotiations with the owner, we anticipate that the cost will not be greatly in excess, if any, of the other quarry, but, of course, are uncertain as to this feature until the negotiations are finally closed. However, you may rest assured that we will make the best arrangement with the owner which is possible, and if the price is too unreasonable, we will resort to condemnation proceedings.

Very truly yours,

State Highway Engineer.

RAK:HK

cc Wm. E. Chandler

greement sent to
ner to sign 11-7-29.

Klein wrote letter to
Washburn & Hall re this.
Held his letter until
agreements returned by
owner properly executed
then mailed out
Klein's letter

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

HWAY COMMISSION

LER, DIVISION ENGINEER
S, OREGON

ber 22nd
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Washburn & Hall and also signed
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ding the purchase of the quarry
eir hands since this agreement was
their signature.

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rn was away and this agreement
he could not get it until Mr.

rs truly,

E
Division Engr.

WEC/F
Inc. 2.

...PORTLAND, CHAIRMAN
...OFORD
...AWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

October 22nd
1 9 2 9

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon.

Dear Sir:-

Herewith copy of a letter from Washburn & Hall and also signed agreements for the change in quarry location. They have eliminated the paragraph regarding the purchase of the quarry which has been taken out of their hands since this agreement was originally handed to them for their signature.

Mr. Hall states the reason that this has not been sent in previously was because Mr. Washburn was away and this agreement was locked up in the safe and he could not get it until Mr. Washburn's return.

Yours truly,

W... E... CHANDLER
Division Engr.

WEC/F
Inc. 2.

WASHBURN & HALL

Ashland, Oregon.
October 19th, 1929.

Mr. W. E. Chandler, Division Engr.
Oregon State Highway Commission
Grants Pass, Oregon.

Dear Sir:-

We have signed the four copies of agreement regarding quarry on Green Springs Mountain and we are enclosing same herewith.

We have crossed out the paragraph on second page of agreement regarding the purchase of quarry as all negotiations for quarry have been taken out of our hands by the State Highway Commission.

We think it would be advantageous to both the State and ourselves to run our rock plant as late this Fall and Winter as the weather will permit and stock pile the materials at several points along the highway. The state would be benefited by the new highway being completed earlier in the summer before the heavy travel and we would be benefited by having our plant earlier for other work.

If the Highway Commission will pay us for the rock as it is made we will finance the hauling costs until it is put on the new grade.

Kindly let us hear from you as soon as possible so we can arrange our work accordingly.

Yours very truly,

Washburn & Hall

By (Signed) S. Washburn.

THIS AGREEMENT, made and entered into this 30th day of October, 1929, by and between the State of Oregon, through its State Highway Commission, hereinafter called the "state", party of the first part, and Washburn & Hall, copartners, hereinafter called the "contractors", parties of the second part;

W I T N E S S E T H:

That, WHEREAS, the said parties on the 27th day of June, 1929, entered into an agreement covering certain road construction work on the Green Springs Highway in Jackson County, which contract is designated as State Highway Contract No. 1089; and

WHEREAS, by the terms of said contract it was provided that the materials for such road construction were to be taken from either one of two quarries specifically specified and located in said agreement, one of which said quarries was located 1000 feet south of highway station 260+00 and the other quarry located 500 feet north of highway station 265+00; and

WHEREAS, the said contractors have requested that they be permitted to take the materials from a quarry selected by the contractor and located at highway station No. 66+00, upon the condition and express agreement that in no event shall the state be required to sustain any additional cost by reason of said substitution of quarry sites.

NOW, THEREFORE, it is hereby agreed that the contractors may procure the materials to be furnished under their said contract from a quarry site selected by the contractors and located at highway station No. 66+00, provided said materials comply with the state's specification and do not exceed an abrasion of four per cent.

The contract as written provided for but one stock pile, which would have been all that was necessary had the materials been procured at either of the quarry sites designated in said agreement, but by reason of the change requested by the contractors two stock piles will be necessary, one of which shall be located within one-half mile of the quarry site selected by the contractor, which is at Station 66+00, and the other stock pile shall be located at or near highway station 260.

There shall be placed in the stock pile at highway station No. 66, 3850 cubic yards of rock of the following grades:

THIS AGREEMENT, made and entered into this 30th day of October, 1929, by and between the State of Oregon, through its State Highway Commission, hereinafter called the "state", party of the first part, and Washburn & Hall, copartners, hereinafter called the "contractors", parties of the second part;

W I T N E S S E T H:

That, WHEREAS, the said parties on the 27th day of June, 1929, entered into an agreement covering certain road construction work on the Green Springs Highway in Jackson County, which contract is designated as State Highway Contract No. 1089; and

WHEREAS, by the terms of said contract it was provided that the materials for such road construction were to be taken from either one of two quarries specifically specified and located in said agreement, one of which said quarries was located 1000 feet south of highway station 260+00 and the other quarry located 500 feet north of highway station 265+00; and

WHEREAS, the said contractors have requested that they be permitted to take the materials from a quarry selected by the contractor and located at highway station No. 66+00, upon the condition and express agreement that in no event shall the state be required to sustain any additional cost by reason of said substitution of quarry sites.

NOW, THEREFORE, it is hereby agreed that the contractors may procure the materials to be furnished under their said contract from a quarry site selected by the contractors and located at highway station No. 66+00, provided said materials comply with the state's specification and do not exceed an abrasion of four per cent.

The contract as written provided for but one stock pile, which would have been all that was necessary had the materials been procured at either of the quarry sites designated in said agreement, but by reason of the change requested by the contractors two stock piles will be necessary, one of which shall be located within one-half mile of the quarry site selected by the contractor, which is at Station 66+00, and the other stock pile shall be located at or near highway station 260.

There shall be placed in the stock pile at highway station No. 66, 3950 cubic yards of rock of the following grades:

1460 cubic yards Grade A
1030 cubic yards Grade B
1460 cubic yards Grade C

There shall be placed in the stock pile at Station 260 a quantity of rock aggregating 2790 cubic yards, which shall be of the following grades and amounts:

1030 cubic yards Grade A rock
730 cubic yards Grade B rock
1030 cubic yards Grade C rock

The contractors shall crush and stock pile the said materials in said stock piles for the unit price and compensation provided for in the contract. In other words, the state, by reason of said change in plan, shall be subjected to no additional cost or charge whatsoever.

It is further agreed and understood that, notwithstanding the fact that the contractor will have to haul materials a greater distance by reason of said change in quarry sites, no additional charge or compensation shall be made for the additional haul, but the haul and compensation for materials placed upon the road shall be computed as though the materials had been quarried at the quarrysite located 1000 feet south of highway station 260.

It is understood and agreed generally that this modification of the said agreement is made at the request of the contractors and for their special benefit, and therefore the state is to be relieved of any loss or any obligation to pay any additional compensation other than as provided in the original agreement, all of which compensation shall be measured and determined as though said original agreement had not been changed or modified. In determining the amount of maintenance materials required in the said two stock piles it is contemplated that there will be reqired for maintenance purposes on said highway 1015 cubic yards per mile, which said 1015 cubic yards are segregated as follows:

Grade A 375 cubic yards per mile
Grade B 265 cubic yards per mile
Grade C 375 cubic yards per mile

The change in quarry sites is made at the option and risk of the contractors, and in the event sufficient suitable materials are not found in the quarry selected by the contractors any and all cost insident to a new set-up shall be borne by the contractors, and the state shall not be required to reimburse the contractors for any such expense.

It is further agreed and understood that if, by reason of any variation that may be made in the quantities of maintenance materials required to be delivered or in the locations at which they are to be delivered (and the State reserves the right to make such variation within reasonable limits), the average amount of hauling per cubic yard required in the delivery of the maintenance materials is increased or decreased with reference to that required to deliver the maintenance materials exactly as above specified, then and in that event, an adjustment for such increase or decrease in the amount of hauling shall be made either for or against the contractor, as the case may be, at the rate of eighteen cents ($0.18) per yard mile, the volumes of materials hauled to be measured in place in the completed stock piles and haul distances to be measured in half mile units.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on this the day and year first above written.

STATE OF OREGON

(SEAL)

By _____
Chairman

ATTEST:

Roy A. Klein — Secretary

By C. E. Gates
Commissioner

By Robert W. Sawyer
Commissioner

The undersigned surety on the bond given by the above named contractors hereby consents to the foregoing modification of agreement.

THE AETNA CASUALTY & SURETY CO.

(SEAL) By K. V. Lively, Res. Vice-Pres.

ATTEST: Fred C. Reed, Res. Asst. Secy.

WASHBURN & HALL

By S. Washburn

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 86

Post Office Building
Portland, Oregon.

Oct.30, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer.

Encl.

Agr 5885

Oregon Federal Aid Project No. 86.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 15, 1922, by the State Highway Commission of Oregon, and on February 1, 1923, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 86; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 12.212 miles of road surfaced with crushed rock, in Jackson County, for which the estimate approved was $71,964.20, and $43,996.55 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $72,172,98, and voucher in the sum of $43,996.55 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimates approved therefor to provide for the reconstruction on revised alignment of that portion of the project between survey stations 54+84 and 405+50, a distance of 6.589 miles,

thereby reducing the length of the project from 12.212 miles to 11.752 miles, at an estimated cost of $132,335.50; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $72,172.98 to $204,508.48; and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $43,996.55 to $126,348.93:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred twenty-six thousand, three hundred forty-eight and 93/100 dollars ($126,348.93) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> Between survey station 27+00 near Keene Creek in Sec. 33, T.39 S., R.3 E., W.M., and survey station 672+50 on the east line of Sec. 36, T.39 S., R.4 E., W.M. (excepting therefrom that portion between survey stations 430+50 and 431+26), terminal points, a distance of 11.752 miles, known locally as the Keene Creek-Klamath County Line Section of the Ashland-Klamath Falls Highway, Jackson County."

Paragraph (d) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (e) to read:

"(e) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred twenty-six thousand, three hundred forty-eight and 93/100 dollars ($126,348.93), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred four thousand, five hundred eight and 48/100 dollars ($204,508.48), the approved total estimated cost of said project."

The second paragraph of Article V shall read:

"In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 ft. clear span."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

-4-

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 20th day of September, 1929, and the Secretary of Agriculture on the 19th day of October, 1929.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 86.

FOR AUTHORITY OF HIGHWAY DEPARTMENT TO ENTER AGREEMENTS FOR FEDERAL AID PROJECT NO. 112

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 27+00 near Keene Creek in Sec. 33, T.39 S., R.3 E., W.M., and survey station 672+50 on the east line of Sec. 36, T.39 S. , R.4 E., W.M. (excepting therefrom that portion between survey stations 430+58 and 431+26), locally known as the Keene Creek-Klamath County Line Section of the Ashland-Klamath Falls Highway, Jackson County, and designated in the records of this Department as Project No. 86 , State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 304,508.48 in lieu of the previous actual payment of $45,996.55 as the total estimated cost of said project, and the sum of $ 126,348.92/ authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ ~~percent~~ of said total estimated cost.

Done at the city of Washington, this 19th day of October one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin

Acting Secretary of Agriculture.

126

8—4930

PR 86

October 16, 1929

Mr. Wm. K. Chandler,
Division Engineer,
State Highway Department,
Grants Pass, Oregon.

Dear Sir:

In reply to your letter of October 15, advising that Washburn & Hall on the contract for the grading and surfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway were planning to crush and stock-pile all surfacing material during the winter months and haul out the rock on the grade in the spring after the completion of the grading.

In your letter you asked if the State could make allowance for material produced and stock-piled. While I am unable to see the economy of this method of operations on the part of the contractor, yet I do not see as there would be any particular objection on our part to this procedure except that it might require the services of an inspector or checker during both the stock-piling and hauling operations. Some supervision should be given to the material as it is produced in order to see that it came up to our specifications, and while the material could be measured either in trucks or in the stock pile, it would seem that additional rockchecker's or inspector's time would be required, which would mean some additional expense to us.

However, if the contractor did operate continuously and if we have to keep a construction party on the job, this item is not of particular consequence. I think the payment to the contractor of materials produced and stock-piled could be covered under the general provisions of "Advances on Materials" covered on page 19 of the General Specifications. This limits the allowance to 90 per cent of the net cost to the contractor.

However, in the present instance, in order to protect the State, the price allowed on each cubic yard should not exceed the contract price less the cost of reloading, the preparation of subgrade, road work, and the difference in the average haul from the present set-up as compared with the set-up in the proposal on which the haul will be computed. In addition, of course, there will be the customary retained

percentage deducted on each pay voucher. In short, the allowance per cubic yard should be so calculated that if the contractor should default or abandon his contract, the State could reload and haul these materials and finish up the job in accordance with plans and specifications without any loss.

Very truly yours,

State Highway Engineer.

RAK:HI

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

October 15th
1 9 2 9

Mr. Roy A. Klein
State Highway Engr.
Salem, Oregon.

Dear Sir:-

Was talking to Mr. Hall of Washburn & Hall who have the contract Keene Creek-Jenny Creek Section on the Green Springs Highway and he wants permission to stock pile all of his material for surfacing this section during this winter and then will finish his subgrade and haul the rock on the grade in the spring. All he would like to know from us if we could make some allowance for the material as it was stock piled. He says if this concession could not be made it would be impossible for him to go ahead with this plan.

Personally I can see no objection to him doing this if he wants to and while I doubt very much whether he could get it all out he could get a large portion of it. He wishes to get this job completed so that he can free his plant ready for another job in the spring.

Will you please advise what you think of this proposition.

Yours truly,

WEC/F

Division Engr.

PR 86

September 22, 1929.

Mr. W. H. Lynch.
District Engineer.
Bureau of Public Roads.
Box 3900
Portland, Oregon.

Dear Sir:

We are returning to you herewith three copies of modification of project agreement on the Lees Creek-Jenny Creek Section of the Green Springs Highway, Oregon Federal Aid Project No. 86. These copies were signed by the State Highway Commission on September 20, 1929.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict by L. H. Parsons/AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

September 17th, 1929.

RECEIVED
SEP 18 1929
OREGON

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed are three copies of Modification of Agreement for Oregon Federal Aid Project No. 86 for signature and return to this office.

The following information has been added to the estimate:

	Total Estimated Cost	Federal Aid	Length
Reopened portion, new work	132,335.50	82,352.38	6.569 mi.
" " old work	41,541.42	25,323.60	7.029 "
Non-reopened portion	30,631.56	18,672.95	5.183 "

This information should appear on estimates for reopenings for the purpose of improving a portion of a project.

It has been noted that the adjusted Federal Aid per mile is calculated on the basis of the new length of the entire project, instead of dividing the Federal Aid paid on the reopened portion by the new length of this portion as is required. As the Federal Aid allowable in either case exceeds that required, no change has been made in this estimate. It is being mentioned, however, for your guidance in future cases.

Very truly yours,

W. H. Lynch,
District Engineer.

September 17th, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed are three copies of Modification of Agreement for Oregon Federal Aid Project No. 66 for signature and return to this office.

The following information has been added to the estimate:

	Total Estimated Cost	Federal Aid	Length
Reopened portion, new work	132.335.50	82.352.38	6.569 mi.
" " old work	41.541.42	25.323.60	7.029 "
Non-reopened portion	30.631.56	15.672.95	5.183 "

This information should appear on estimates for reopenings for the purpose of improving a portion of a project.

It has been noted that the adjusted Federal Aid per mile is calculated on the basis of the new length of the entire project, instead of dividing the Federal Aid paid on the reopened portion by the new length of this portion as is required. As the Federal Aid allowable in either case exceeds that required, no change has been made in this estimate. It is being mentioned, however, for your guidance in future cases.

Very truly yours,

W. H. Lynch,
District Engineer.

July 24, 1929

Washburn & Hill,
48 East 41st Street, North,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find fully executed copy of contract #1009 which was awarded to you by the State Highway Commission on June 27, 1929, covering 6.67 miles of regrading and surfacing of the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County.

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

JS
enc.

Form 39—A-1861—2M—7-26.

OREG STATE HIGHWAY DEPARTMENT

PR 86

FIELD ENGINEER'S WEEKLY REPORT

Job Name Keene Crk-Jenny Crk Reconditioning and Surfacing

Highway Green Springs

County Jackson Job Prefix 15 PD

Date July 13, 1929

Week from July 7 to 13

Mail Address Pinehurst

Telegraph or Telephone Address

Express and Freight Address Ashland

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor setting up camp east of Sta 280 near Lincoln.

Moving in trucks and other equipment

No construction work on contract job.

RECEIVED
JUL 16 1929
GRANTS PASS DIV. OFFICE

(See back of this sheet for instructions and detailed information.)

Signed pp Whitmore

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project 6.67

Miles completed 0

Miles completed except finishing 0

Miles covered by contractor's forces 0

Miles cross-sectioned 6.67

Miles cross-sections completed and checked 6.67

Miles to be remeasured

Number men in Engineering Party

Contractor's average force for week 6 *men,*

No *teams,* No *steam shovels*

Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 15PD *Percentage* 100

Other jobs 15VF *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

PR86

July 11, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of Estimate as Basis for Modified Agreement covering the Keene Creek-Klamath County Line Section, Project No. 86.

In accordance with your letter of July 8th, the revised length of the project has been used in computing the federal aid paid per mile.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Incl.
Dict. by J. W. Nash/AP

Oregon State Highway Department — Project No. 86 (Reopened)

KEENE CREEK-KLAMATH COUNTY LINE SECTION

OF THE CRATER SPRINGS HIGHWAY IN JACKSON COUNTY

(Estimate as Basis for Modified Agreement. Revised to include the Regrading and surfacing of the Keene Creek-Jenny Creek Section.)

July 11, 1929

COMPLETED WORK AS SHOWN BY FINAL VOUCHER

Agreement Estimate	$69,422.83
Engineering	1,848.72
Over run	1,286.57
Contingencies	3,734.22
Total	72,172.98

Federal Aid Paid on Roadway (Fiscal Year 1923) $45,996.85

Length of Roadway (excluding bridge)	12.212 miles
Length of Jenny Creek Bridge	0.013 miles
Total Length	12.225 miles
Cost per mile, Roadway	$5,910.00
Federal Aid Paid per Mile	3,902.73

BASE WORK - ROADWAY

Keene Creek-Jenny Creek (Sta. 84+84 to Sta. 406+80)

All Required	Clearing and Grubbing	$	$ 6,400.00
74,000 cu. yds.	Common Excavation	.55	40,700.00
32,000 cu. yds.	Solid Rock Excavation	.55	17,600.00
120,000 yd. sta.	Overhaul	.03	3,600.00
7,500 yd. mi.	Trunk Haul (Excavated Matl.)	.30	2,250.00
170 lin. ft.	12" Concrete Pipe	1.50	255.00
650 lin. ft.	18" Concrete Pipe	2.75	1,787.50
160 lin. ft.	24" Concrete Pipe	3.50	560.00

80 lin. ft.	36" Concrete Pipe	$ 6.00	$ 480.00
120 lin. ft.	12" Corr. Galv. Iron Pipe	1.50	180.00
50 lin. ft.	18" Corr. Galv. Iron Pipe	2.75	137.50
40 lin. ft.	36" Corr. Galv. Iron Pipe	6.00	240.00
600 lin. ft.	6" Porous Drain Tile	.40	240.00
10 cu. yds.	Cement Rubble Masonry	10.00	100.00
18,750 cu. yds.	Sub-base Course Surfacing	1.50	28,125.00
4,000 cu. yds.	Base Course Surfacing	1.50	6,000.00
2,000 cu. yds.	Top Course Surfacing	1.65	3,300.00
2,500 cu. yds.	Salvaging Old Surfacing Matls.	.50	1,250.00
3,500 cu. yds.	Earth Filler	.40	1,400.00
6,000 cu. yds.	Filler Haul	.20	1,200.00
40,000 yd. mi.	Hauling Broken Stone (Tr. Haul.)	.18	7,200.00
	Sub-total		$130,300.00
	10% Engr. & Cont.		12,030.50
	Total		$132,330.50

Length of Roadway (excluding bridge) 11.752 miles (Revised)
Length of New Work (Sta. 54+94 to Sta. 405+80) 6.569 miles
Cost per mile, New Work, $20,145.45
Federal Aid Allowable on New Work:
Adjusted Federal Aid Paid, per mile = $43,986.55 ÷ 11.752 = $3,743.75
($18,341.02 - $3,743.75) ÷ $18,341.02 = .795881 deficiency
.795881 x $18,669.00 = $14,858.30 per mile allowable F. Y. 1923
Total F. A. Allowable - 6.569 x $14,858.30 = $97,604.17
Federal Aid Requested, 62.23% x $132,330.50 = $82,352.53
Federal Aid Recommended, $82,352.53

SUMMARY

Total Estimated Cost - All Work		$304,808.43
Total Federal Aid - All Work		126,348.93
Length of Roadway (excluding bridge)		11.752 miles (revised)
Total Length (including bridge)		11.768 miles
Length of New Work (Sta. 54+94 to Sta. 405+80)		6.569 miles
Total Cost per mile(" " " " ")		$26,236.78
Total F. A. per mile(" " " " ")		$16,280.26

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.———

POST OFFICE BUILDING
PORTLAND, OREG.

July 6, 1929.

Mr. R. A. Klein
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 86, Keene Creek-Jenny Creek Section of the Ashland-Klamath Falls Highway. The plans for the reopening for grading were received by us June 22.

In a check of the plans, it is noted that the width of roadbed in cuts is but 22 feet, while the surfacing section submitted with the special provisions show 20 feet on the bottom. This project is now being reconstructed and resurfaced, and it is our belief that the width of roadbed in cuts as shown is not adequate and should be at least 24 feet. This question has been covered in letters on other Federal Aid projects submitted this year.

Also as noted before, the surfacing section should be shown on the typical section sheet accompanying the plans instead of on a letter size sheet, particularly since the grading and surfacing were let under one contract.

Would be pleased to have your comments as to the increased width of grading, and it is requested that this be at your early convenience, since the procedure as to the submission of approved plans has been modified as per our letter of July 3.

The estimate should be revised to conform to our letter of July 8, as it is evident that the new length does not exactly conform to the original length between the points covered in the new work.

Very truly yours,

W. H. LYNCH
District Engineer

By S. K. Elliott
Sr. Highway Engineer.

June 21, 1929.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900
Portland, Oregon.

Dear Sir:

Enclosed herewith are five sets of special provisions covering regrading and surfacing between Keene Creek and Jenny Creek on the Keene Creek Klamath County Line Section, Project No. 68 (Reopened). Two sets of blue print plans and one set of original cross sections are being sent under separate cover. The estimate for this work and additional blue print plans will be forwarded in the next day or so.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

by

S. H. Probert,
Office Engineer.

Encl.
Dict. by J. W. Nash.
MR

P1P86

July 5,1939

Washburn & Hall,
42 East 41st St., North,
Portland, Oregon.

Gentlemen:

We are sending you today by express four copies of contract #1099 which was awarded to you by the State Highway Commission on June 27, 1939 covering 8.67 miles regrading and surfacing on the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County.

Please execute all four copies as to agreement and bond and return them all to this office for the approval of the Highway Commission, following which we will be glad to furnish you an executed copy for your records and files. A copy will also be furnished the surety on your bond.

Your attention is called to the paragraph on page 7 of the contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

JS

PR 86

June 25, 1929

Mr. W. H. Lynch, District Engineer.
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate to accompany the plans for the regrading and surfacing of the Keene Creek-Jenny Creek Section, Project No. 86 (re-opened).

The three additional sets of blue print plans are today being sent under separate cover.

Very truly yours.

ROY A. KLEIN,
State Highway Engineer.

By

S. E. Probert,
Office Engineer.

Incl.
Dict. by J. W. Nash/AP

Oregon State Highway Department — Project No. 86 (Re-opened)

KEENE CREEK-KLAMATH COUNTY LINE SECTION OF THE GREEN SPRINGS HIGHWAY

IN JACKSON COUNTY

(Estimate with plans. Not as basis for modified agreement. Revised to include the regrading and surfacing of the Keene Creek-Jenny Creek Section.)

Salem, Oregon, June 25, 1929

Completed Work as Shown by Final Voucher

Final Cost on Roadway:

Agreement Estimate	$ 65,422.00
Engineering	1,660.73
Overrun	1,365.97
Contingencies	3,724.28
	$ 72,172.98

Federal Aid Paid on Roadway (Fiscal year 1923) $ 43,936.55

Length of Roadway (excluding bridge),	12.212 miles
Length of Jenny Creek Bridge,	0.013 "
Total length	12.225 "
Cost per mile, Roadway,	$ 5,910.00
Federal Aid paid per mile,	3,602.73

NEW WORK

Keene Creek-Jenny Creek (Sta. 54+84 to Sta. 405+80)

All Required		Clearing and Grubbing		$ 6,000.00
74,000	cu. yds.	Common Excavation	$ .40	29,600.00
32,000	" "	Solid Rock Excavation	1.00	32,000.00
150,000	Yd. sta.	Overhaul	.03	3,900.00
7,500	yd. mi.	Truck Haul (Excavated Matl.)	.25	1,875.00
170	lin.ft.	12" Concrete Pipe	2.00	340.00
650	lin.ft.	18" Concrete Pipe	3.00	1,950.00
160	" "	24" Concrete Pipe	5.00	800.00
80	" "	36" Concrete Pipe	6.00	480.00
120	" "	12" Corr. Galv. Iron Pipe	1.60	192.00
50	" "	18" Corr. Galv. Iron Pipe	2.70	135.00
40	" "	36" Corr. Galv. Iron Pipe	5.50	220.00
600	" "	6" Porous Drain Tile	.20	120.00
10	cu. yds.	Cement Rubble Masonry	10.00	100.00
16,750	" "	Sub-base Course Surfacing	1.40	23,450.00
4,000	" "	Base Course Surfacing	1.50	6,000.00
2,000	" "	Top Course Surfacing	1.60	3,200.00
2,500	" "	Salvaging Old Surfacing	1.00	2,500.00
3,500	" "	Earth Filler	.30	1,050.00

Dict. by J. Rutherland.

6,000 yd. mi.	Filler Haul	$ .20	$ 1,200.00
40,000 " "	Hauling Broken Stone (Tr. Mess.)	.18	7,200.00
	Sub-total		$122,312.00
	10% Engr. & Cont.		12,231.20
	Total		$134,543.20

Length of Roadway (excluding bridges), 11.752 miles (Revised)
Length of New Work (Sta. 54+84 to Sta. 406+50) 6.569 "
Cost per mile, new work, $ 20,481.53

Federal Aid Allowable on new work:
($18,341.02 - $3,802.73) divided by $18,341.02=.8035698 deficiency
.8035698 x $18,669.00 = $15,001.84 per mile allowable, F. Y. 1928
Total F. A. allowable,- 6.569 miles x $15,001.84 = $98,547.06
Federal Aid Requested - 62.23% x 134,543.20 = $83,726.23
Federal Aid Recommended - $83,726.23

SUMMARY

Total Estimated Cost - all work,	$206,716.18
Total Federal Aid - all work,	127,722.78

Length of Roadway (new work), 6.569 miles (revised)

Total cost per mile (Sta. 54+84 to Sta. 406+50),	$26,391.53
Total F. A. per mile(" " "),	16,348.58

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

JAN 7 1924

January 5, 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

8486

Dear Sir:

Oregon 86, Keene Creek-Klamath County Line Section, Ashland-Klamath Falls Highway, 12.226 Miles Broken Stone Surfacing.

We are returning herewith attached four copies of the final voucher covering work performed on the above project, October 11 to November 10, in the amount of $10,468.51.

Under contingendies reference is made to the following items:

1,797	Cu. Yds.	Com. Excav.	for widening	at	$1.00-	$1,797.00
4,256	"	Inter.	" "	"	1.25-	5,320.00
1,613	"	S. R.	" "	"	1.65-	2,661.45
Clearning and grubbing for widening						190.56
				Total		$9,969.01

In going through our records on this project we find that this widening was to be done by the State without Federal aid. Also due to the work being performed under a contract on which we had no advice, and to other causes it appears to us that these items are not eligible for Federal aid as contingencies.

By requesting the engineering and other contingency items, the maximum Federal aid may be obtained, and it is believed advisable that the voucher be rewritten eliminating the above items from Federal aid participation and substituting itemized engineering.

Very truly yours,

C. H. Purcell
District Engineer.

H. M. Davis
ACTING

Chief Clerk

Dist. by Jo Interfiend.

#502 - 15.00B

CR786

December 12, 1925.

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
[illegible] Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 502 for the construction of Unitil, Keene Creek-Snyder Creek Section of the Ashland-Klamath Falls Highway in Jackson County, consisting of 12.28 miles of surfacing, has been completed by the contractor, B. S. Schell and that final settlement will be made by the State with said contractor for work done under said contract on or after December 22nd 1925.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractor. Your attention is also called to the fact that the time limit on this contract expired on October 31st 1925.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

Contract #602

15 P.B.

November 30, 1923.

PR86

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Peace Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to S. S. Sokell on contract No. 602, Keene Creek-Hayden Creek Section, Unit No. 1, of the Ashland-Klamath Falls Highway in Jackson County.

This payment will be made on or after December 10th 1923.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

Form No. 39—22292—6M—8-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FR 86

Date November 10, 1923

Job Name Keene CReek - Klamath Co. Line

Week from Oct. 28 to Nov. 11

Rocking

Mail Address Keno.

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Humphreys Camp

County Jackson Job Prefix 15PD

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This section was completed November 10, 1923.

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kinney

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*
..... *teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 12.34 .....

Miles completed ..... 12.34 .....

Miles partially done .. ..

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 34 ..... *men,*

..... 1 ..... *teams,* ..... 8 ..... *trucks*

Percentage of total required yardage now in place ..... 100% .....

Surfacing will be completed about ..... Nov. 10th. .....

Number men in Engineering Party ..... See 18PC Report .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... See 18PC Report ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Aug. 30, 1923.

Mr. R. L. Ramey,
Resident Engineer,
Reno, Oregon.

15 DD

Dear Sir:

On your recently submitted extra work order #3, under contract #602, there is a note to the effect that the work covered by the extra work order is to be performed by John Hampshire.

If it is your intention to make payment for this work to John Hampshire direct, then the work is not properly classed as extra work under contract #602. Only such work as is to be paid for to the main contractor, S. S. Schell can be considered to be extra work under this contract.

If the payment is to be made to John Hampshire, extra work order #3 should be cancelled and payment to Hampshire should be made upon a commercial voucher the same as payment would be made for any materials that might be furnished by the State for use on the contract job. In this case, the charge should be made either against account #549, with proper explanation, or against account #554. The latter number should be used if the sole purpose of installing the water tank is to provide water for the sprinkling of surfacing materials. If, however, the tank is to be used principally in connection with a permanent water supply, the charge should be made against account #549, or possibly against account #554.

If payment for the work concerned is to be made to S. S. Schell, then the work is properly an extra work item, and the extra work order should be returned to us.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

SHP:MR

CC to J. H. Scott

FORM 8A 21659 8M-8-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. VAN DUZER, PORTLAND
W. M. ALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.
August 29,1923.

RECEIVED
AUG 31 1923
STATE ... COMMISSION

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Refering to your letter of August 2nd, relating to a request that arrangements should be made for changing from 1 inch to 3/4 inch top on the Shell and McKay and Harness and Colby projects.

I have not been able to get in touch with these people personally but have had Mr. R. L. Kinney, Res. Eng. take the matter up when they arrived on the job and explained to him and for him to explain to the contractors why the output would not be greatly curtailed. They both want 50¢ additional per yard which is entirely too high. In the case of Shell and McKay the one inch material they are putting out is quite satisfactory and will give good results. I had in mind a maximum increased price on this job of 15¢ which would have covered the contractor. On the Harness and Colby job 50¢ is rather high but may be justified as the rock is very tough.

Expect to inspect both of these jobs Friday and will report definitely later.

Very respectfully,

[illegible] Holt
Dist Engr

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 18, 1923

Job Name Keene Cr. - Haydan Cr. Grade Widening

Week from August 5 *to* August 12

Mail Address Keno

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Jackson - Klamath *Job Prefix* 15GH 18GB

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Jackson County

Contractors force for week consists of 2 teams and 12 men.

Grade Widening on this section is about 90% completed.

Klamath County

No work on this section this week.

NOTED R.A.K

RECEIVED AUG 18 1923 OREGON STATE HIGHWAY COMMISSION

Signed R. L. Kuyer

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Actual grade wider [illegible] quired 11 miles

GRADING CONST[illegible]C. N

Total miles of grading on project 12 Jackson 10 Klamath

Miles completed 10.2

Miles completed except finishing 0.5

Miles covered by contractor's forces 1.0

Miles cross-sectioned 11.0

Miles cross-sections completed and checked 11.0

Miles to be remeasured .....

Number men in Engineering Party See 18PG Report

Contractor's average force for week 12 *men,*

2 *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG Report ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

FORM 8A 21826 2M-6-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

1895

Keno, Oregon,
July 9, 1923.

RECEIVED
JUL 16 1923

REFERRED TO
S.H.
BY R. A. K.

Mr. Roy A. Klein,
State Highway Engr.
Salem, Oregon.

Dear Sir:-

This is to advise that the grade widening estimates for Jackson and Klamath Counties on the Keene Cr.-Hayden Cr. Sec. of the Ashland-Klamath Falls Highway amounted to less than $ 500.00 each this month.

Yours truly,

R. L. Kuney

cc. C. C. Kelley

Resident Engineer.

FORM 8A 3M-4-23

R. A. BOOTH, EUGENE, CHAIRMAN
WILLIAM DUBY, BAKER
H. L. VAN DUZER, PORTLAND
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Keno, Oregon.
May 10, 1923.

RECEIVED
MAY 14 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention C. C. Kelley
Assistant Engineer.

Dear Sir:

Below you will find an estimate of the cost of the additional rock surfacing that will be required to widen the macadam on the inside of the sharp curves on the Keene Creek-Hayden Creek Section to conform with our grading standards.

This information is in compliance with your verbal request of May 8th.

Typical section on tangents shows
Top width 12'-Bottom 16'

	Section	
	Keene Cr. to Jackson Co. Line	Jackson Co. Line to Hayden Creek
Total Miles on Section	12.34	9.83
Total Cu.Yds. of broken stone surfacing required	20800	17500
Total Cu.Yds. required per sta.	31.9	33.7
Total stations to widen	180	60
Total Cu.Yds. per sta. required to widen average width of 3'	6.5	6.5
Total Cu. Yds. Required	1170	390
Contractors Unit price per Cu.Yd.	$3.09	$3.35
Total cost of ad'dl material req'd	$3615	$1306

Yours truly,

R. L. Kinney

Kalama Co Line - Hayton Cr 9.3 mi.

Estimated:

17500	Cu yds Surfacing	@ 3.35	58625.00	
1000	" Montenance	@ 3.35	3350.00	
1750	" Fillet	@ .40	700.00	62675.00

Regd for Standard 8' x 14' Surface:

18000	Cy Surfacing	@ 3.35	60300.00	
1000	" Montenance	@ 3.35	3350.00	
1800	" Fillets	@ .40	720.00	
390	" Surfacing Extra on Curves	@ 3.35	1306.50	65676.50
	additional required			3001.50

This estimate does not include fillet haul + grade widening.

Estimate Widening	4300 ✓
Cost Fillet Haul	437.50
Total cost project	70444.00

10000

Keene Creek Jackson Co Line 2 3/4 mi

Estimated:

20800	cy	surfacing @	3.21	64272.00
1250	"	Montenova @	3.04	3800.00
2300	"	Dilles @	.50	1150.00 — 69222.00

Rigid for Standard 8" x 14' surface:

23000	Cu Yds	Surfacing @	3.09	71070.00
1250	"	Montenova @	3.04	3800.00
2300	"	Dilles @	.50	1150.00
1170	cy	Extraor Curves @	3.09	3615.30 — 79635.30

$ 10413.30

additional Required

This Estimate does not include Dilles Haul + grade widening.

Estimate Widening	13800. ✓
Dilles Haul 23000 cy @ .05	1150.
Total Cost Project	14585.30

4 0770

5 0770

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R. A. K.

Date April 14, 1923

Job Name Keene Cr.-Klamath CO. Line (Unit # 1)

Week from April 7 to April 14

Mail Address P.O. Box 208, Ashland, Oreg.

Highway Ashland-Klamath Falls

Telegraph or Telephone Address

County Jackson Job Prefix 15 GH

Express and Freight Address Ashland, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor has let second mile on grade-widening from Sta. 76-10 to 128-75 to E. B. Inman who is working on this stretch at the present time. Work has been delayed some on account of heavy rains and muddy conditions of road. Latter part of week has been fair, and conditions have improved sufficiently to enable continuance of work without delay.

Schell is erecting crusher at quarry site.

W. V. Harris started work on this job as experienced chainman on April 9, and party has been running center line, lining up road bed widths, and cross-sectioning all week.

Harness & Colby have arrived on their job with a few men, truck and equipment for camp. Came thru from Ashland, and are camped at about Station 850 temporarily.

Road good to Keene Cr., fair to Pinehurst, and passable thru to Klamath Falls.

RECEIVED
APR 16 1923
OREGON
STATE HIGHWAY COMMISSION

Signed W. L. Kinney

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

FORM S 30651-1000-1-23

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
COMMISSIONERS

HERBERT NUNN
STATE HIGHWAY ENGINEER

GRADING CONSTRUCTION

Total miles of grading on project 22 (12 mi.-15GH) (10 mi.-Kl.CO.)

Miles completed 1

Miles completed except finishing

Miles covered by contractor's forces 1

Miles cross-sectioned 3

Miles cross-sections completed and checked 3

Miles to be remeasured

Number men in Engineering Party 2

Contractor's average force for week 1 men,

teams, steam shovels

Grading work will be completed about June 30, 1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job Shown on 18PG Report Percentage

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

FORM 8 30681-1000-1-23

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

NOTED
R. A. K.

COPY.

Ashland, Oregon,
April 5, 1923.

RECEIVED
APR 10 1923
OF
STATE

Mr, John Hampshire, Contractor.
Grants Pass, Oregon.

JGH

Dear Sir:

This is to certify that S. P. Marco & Co., station men, have completed their grade-widening contract from Station 25-00 to Station 76-10 in a satisfactory manner.

Their estimate is as follows:

Total Excavation	3072 cu. yds.

This estimate is subject to change and correction, and will not bind the Highway Commission in final payment for the work done.

R. L. Kinney.
Resident Engineer.

cc. C. C. Kelley
S. P. Marco

April 11, 1923.

Mr. R. L. Kuney,
Resident Engineer .
Keno, Oregon.

1594

Dear Sir:

Extra Work Order No. 1 under the John Hampshire Contract for the grade widening on the Section of the Ashland-Klamath Falls Highway between Keene Creek and the Klamath County Line is being returned to you herewith.

Please substitute for this order two separate orders - the first covering the clearing and grubbing and the second covering the lengthening of culverts and the rip rapping of the culvert ends.

This is desired so that we will have separate accts on these different items. When several widely different classes of work are included in a single order, a statement of the expenditures under that order has very little meaning and gives practically no basis for an inspection check of the amounts expended. Furthermore, it does not look well in a cost statement.

If you have already submitted bills charged to the order which we are now returning, please supply us with information so that we can make a segregation of the expenditures so charged.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

SEP:AP
Enclosure.

SEP

Mr. R. L. Kuney,
Resident Engineer,
Keno, Oregon.

March 19th, 1923.

15 93 H

Dear Sir:

Reference is made to your letter of March 13th, addressed to Resident Engineer, MacVicar, in which you request information as to the classification allowed in connection with the grading of the section of the Ashland-Klamath Falls Highway between Keeno Creek and Jenny Creek.

As we do not believe that Mr. MacVicar has this information, we are sending to you herewith a copy of the percentage classification upon which final payment to the contractor was based.

For your information in this connection, let me say that owing to a misunderstanding, the first classification of this work was very high, and was reduced to the extent of some seven or eight thousand dollars in a reclassification made by Mr. Kelley. It would be expected, therefore, that even Mr. Kelley's classification is very liberal, as the tendency in reclassifying work which has already been estimated to the contractor would certainly not be to cut below a reasonable classification. The work was originally bid in during the period of low prices, and it was performed during the following period of high costs, and it was performed under most unfavorable conditions, subjecting the contractor to a loss of some thirty or forty thousand dollars on the job. These conditions were, in all probability, taken into consideration to some extent even in Mr. Kelley's classification.

In view of the conditions which we have described above, and in view also of the fact that the class of excavation encountered in widening may be very materially different than that encountered in the original construction, I would suggest that the classification as represented on the enclosed sheets be not given much consideration in connection with the classifying of the widening work.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

SHP:ER
ER

enc.

Mr. George MacVicar,
Resident Engineer,
Canyonville, Oregon.

March 5th, 1923.

15 B3 K

Dear Sir:

Resident Engineer, R. L. Kuney has requested that we send him the final construction profile for the section of the Ashland-Klamath Falls Highway between Keene Creek and Jenny Creek, this information to be used by him in connection with widening work which is proposed to be done upon this section.

From our records, it appears that this final construction profile was returned to you sometime ago for completion, and that same has not yet been received back.

Please forward this profile to Mr. R. L. Kuney at Keno, Oregon, or in case you do not have this profile, advise both Mr. Kuney and this office as to its whereabouts.

Mr. Kuney needs particularly information in regard to final alignment, reference points and classification. In case this information does not appear upon the profile, any information pertaining thereto that you may have should be furnished.

Please let this have your early attention.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

HH:EH

CC to R. L. Kuney, Resident Engineer,
Keno, Oregon.

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
MAR 5 1923
OREGON
STATE HIGHWAY COMMISSION

Date March 3, 1923

Job Name Keene Cr. - Hayden Cr.
Unit # 1 (Keene Cr.-Klamath Co. Line)
Highway Ashland-Klamath Falls
County Jackson Job Prefix 15 GH

Week from Feb. 24 to March 3
Mail Address ~~Ashland, Oregon.~~ Keno
Telegraph or Telephone Address None
Express and Freight Address Ashland, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Bank widening on this section was started near Keene Creek on March 2nd --Total force of 10 men.

The snow is just about all gone from Ashland to about one mile east of Keene Creek, but there is considerable snow from that point to Pinehurst, and it will be at least a month before bank widening can be started on that portion of the work. I was at Pinehurst March 2, and looked over the quarry site near the Harris place. Schell has about all his equipment at the site, but none of it is installed. They are driving a coyote, but will not be ready to shoot for about 30 days. Mr. Mackey who is associated with Mr. Schell advises that they probably ~~they~~ will not start rocking before May 1st. None of Harness & Colby's equipment has arrived for rocking of the Klamath Co. Line-Hayden Cr. Sec.- and I doubt whether rocking on this section will start before June 1st.

There is too much snow on the ground from Keene Cr. to Klamath Co. Line to run centers, at present. Am staking out what grade widening I can, however. As soon as this is completed, will return to Keno, leaving a man here to supervise till further work is possible.

Signed R. L. Kinney

Title Res Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 22 miles

Miles completed

Miles completed except finishing

Miles covered by contractor's forces 1

Miles cross-sectioned

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party 2

Contractor's average force for week 5 *men,*

teams, *steam shovels*

Grading work will be completed about June 30

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 15 GH *Percentage* 50%

Other jobs 186B *Percentage* 50%

Other jobs *Percentage*

Other jobs *Percentage*

1593K

Keno, Oregon.
Feb. 25, 1923.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

(Attention C. C. Kelley, Asst. Engr)

Dear Sir:

John Hampshire advises that he expects to start grade widening on the Keene Creek-Hayden Creek Section in about ten days, and will start at Keene Creek.

I have a car at Spencer Station but will need another car for this grade widening work.

My transit Sodman, V. G. O'Neil, is in Salem, and I have written him a letterbadvising him what equipment I need from the Salem office for the grade widening work. I have instructed him to get a car from the Highway Dept. at Salem, and bring these supplies in the car to Pinehurst.

I am writing this letter so that this matter will be understood when O'Neil calls for these supplies.

Yours truly,

R. L Kenny.

cc-H. H. Probert.
V. G. O'Neil.

RECEIVED
FEB 27 1923
OREGON
STATE HIGHWAY COMMISSION

February 19th, 1923.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON.

Dear Sir:

Receipt is acknowledged of your letter of February 15th referring to the clause in our special provisions for Federal Aid Project No. 86 which refers to the variation of width and thickness of surfacing.

We are attaching herewith a copy of a more or less standard clause which we have recently been using. This clause does not differ materially from the one you suggest, unless it is in the fact that it does not limit the variations to "reasonable" variations. We have no objection to the insertion of the word "reasonable" in this clause and we shall endeavor to incorporate it in future special provisions pertaining to Federal Aid Projects.

It seems to us that this is a point hardly worthy of consideration as it is generally understood that variations of this kind must be within reasonable limits if they are to be made without extra compensation to the contractor. The Washington Office is probably objecting to the clause as it appeared in the special provisions for Project No. 86 due to the fact that it gives the Engineer authority to place a surfacing of less than the width and thickness specified in the approved plans. It is of course understood that no radical variations will be made without the approval of the Engineers of your Bureau. We do not believe that the specifications furnished contractors should incorporate features which are intended to control the actions of our engineers rather than those of the contractor. If control of the actions of the engineers is desired, then this should be accomplished by separate specifications or agreements.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer.

HHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

February 15, 1923.

RECEIVED
FEB 19 1923
OREGON

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We enclose herewith one copy of the estimate which has been used as the basis of the project agreement on Oregon 86 (Keene Creek-Klamath County line section of Ashland-Klamath Falls Highway, 12.226 miles of surfacing).

In approving the Plans, Specifications and Estimate the Chief Engineer criticised the first paragraph on page 2 of the Special Provisions, which is as follows:

> "In cases where the subgrade conditions are such that the given width and thickness are not required, or are insufficient, the surfacing shall be constructed to such width and thickness as the engineer may direct."

This paragraph is very broad, but, of course, in application is intended to cover reasonable local variations only, and we believe it is mutually understood that the term "engineer" includes the engineers of this Bureau as well as those representing the State. Some such paragraph is, of course, desirable, andthe following modified form for future projects will overcome objections which have been raised:

"The surfacing shall, in general, be constructed to the width and thickness indicated on the plans, but in cases where subgrade conditions are such that the given width and thickness are not required, or are insufficient, these features shall be subject to such reasonable variation as the engineer may order."

The Special Provisions for Oregon Projects 87, 93, 95 and 70, seem to correspond quite closely with the paragraph outlined above, and will doubtless be satisfactory.

Very truly yours,

C. H. Parker

District Engineer.

ANSWERED
S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

February 15, 1923.

RECEIVED
FEB 16 1923

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon 56, Keane Creek-Klamath County Line section, have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell,
District Engineer.

RECEIVED
FEB 16 1923
STATE

Form P. R. 2

State Oregon

Project No. 96

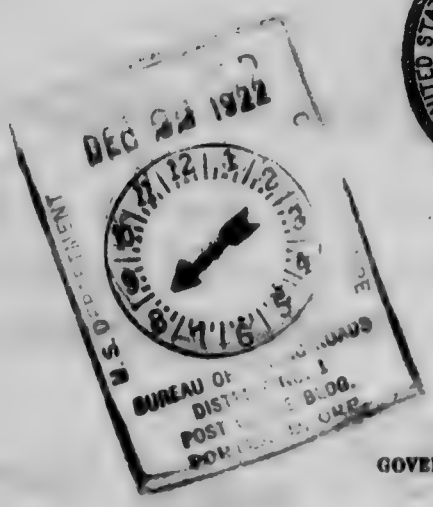
PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919



WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of December, 1922 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 14th day of October, 1922 a project statement, which was approved by the Secretary on the 22nd day of November, 1922, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on November 22, 1922, and approved by the Secretary on the 1st day of Feb., 1923; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of forty-three thousand, nine hundred ninety-six and 55/100

dollars ($43,996.55) or 61.13% as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(*a*) By the State from sale of bonds authorized by legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920 By act of the Legislature of (date and citation), appropriating dollars.

*(*b*) By the Count..... of By tax levy or bond issue authorized by act of (date and citation).

*(*c*)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 37+00 near Keene Creek in Sec. 33, T. 39 S., R. 3 E., W.M., and survey station 678+50 on the east line of Sec. 36, T. 39 S., R. 4 E., W.M.

terminal points, a distance of 12.226 miles, known locally as the Keene Creek-Klamath County Line Section of the Ashland-Klamath Falls Highway, Jackson County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

STRICKEN OUT

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) The Highway Department hereby agrees that, with or without Federal Aid, at such time as the Secretary may determine the same to be necessary, and in accordance with such plans and specifications as may be required and approved by the Secretary or his authorized representatives, it will increase the width of graded road and surfacing on this project from that provided for under this agreement to a width adequate to meet the requirements of traffic.

(d) Payment of the United States' prorata share of the cost of this project over and above available funds apportioned to the State of Oregon for use prior to the fiscal year 1923 shall be made from the appropriation authorized to be made for the fiscal year 1923 by the Post Office Appropriation Act of June 19, 1922 (Pub. No. 344, 67th Cong.), but such payment shall not be made until the appropriation so authorized shall actually have been made by Congress."

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of **forty-three thousand, nine hundred ninety-six and 55/100** dollars, certified to the Secretary of the Treasury as above mentioned, being **61.13673** per cent of **seventy-one thousand, nine hundred sixty-four and 20/100** dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

..... (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

..... the State Treasurer (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of ~~$20,000~~ $16,250.00 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

end of Nov. 9, 1921

.....

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RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in

...Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $16,250.00 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and of Nov. 9, 1921 out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

.....

.....

.....

.....

mair
nece
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RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the First day of February, 1923

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. PR. 3

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat.. 212).*)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 27+00 near Keene Creek in Sec. 35, T. 39 S., R. 3 E., W.M., and survey station 672+50 on the east line of Sec. 36, T. 39 S., R. 4 E., W.M., locally known as the Keene Creek-Klamath County Line Section of the Ashland-Klamath Falls Highway, Jackson County, and designated in the records of this Department as Project No. 86, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 71,964.20 as the total estimated cost of said project, and the sum of $ 43,996.55 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this Firsh day of February one thousand nine hundred and Twenty-three, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley

Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 3—1920

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

December 15, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith three copies of project agreement for Oregon Federal Aid project No. 56 (Keene Creek-Klamath County line section of Ashland-Klamath Falls Highway), for the signature of the State Highway Commission.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

Ok
Approved
12-21-22

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

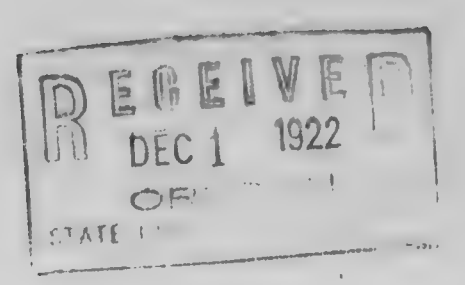
DISTRICT NO. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

November 29, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.



Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are advised that on November 22, 1922, the Secretary of Agriculture approved the project statement for Oregon 86, (Keene Creek-Klamath County Line section), payable from funds authorized to be appropriated for the Fiscal year 1923.

This approval is subject to the condition that there be incorporated in the project agreement an appropriate clause whereby the Highway Commission will agree to widen the surfacing on this project when the traffic shall make such widening necessary or desirable.

Yours very truly,

C. H. Purcell,
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

November 20, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
NOV 22 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We have received three blue print sets of plans for Oregon Federal Aid project No. 86, Keene Creek-Klamath County Line section, together with estimate, unit cost analysis and special provisions. It is requested that another set of plans for this project be sent us, according to usual custom.

Yours very truly,

C. H. Purcell,
District Engineer.

Sent 11/23/22

November 9, 1922.

Bureau of Public Roads,
Portland, Oregon.

Gentlemen:

Under separate cover we are today sending you three blue print sets of plans for the Keene Creek - Klamath County Line Section, Oregon Project No. 86.

We are enclosing herewith six copies of estimate of cost and unit price analysis and four copies of special provisions.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeSouza.
AP
Encls.

Oregon State Highway Department — Project No. 86

Keene Creek-Klamath County Line Section

of the

Ashland-Klamath Falls Highway in Jackson County

(To be used as basis for Project Agreement)

12.56 miles of Surfacing — Salem, Oregon, Nov. 8, 1932

20,000 cu. yds Bynum Stone Surfacing		3.09	$64,272.00
2,300 " " Filler		.50	1,150.00
	Sub-total		$65,422.00
	10% Engrg. Cont.		6,542.20
	Total		$ 71,964.20

Cost per mile $5,731.78

State Funds available	$27,967.65
Federal Aid Requested	43,996.55
	$ 71,964.20

Federal Aid Recommended $_____

Oregon State Highway Department — Project No. 84.

Unit Price Analysis of Surfacing Price

Royalty	.05
Quarrying	.50
Crushing	.90
Preparation of Subgrade	.05
Hauling 5.2 mi. @ .05	.50
Placing and Finishing	.25
Supt. and Overhead	.15
	2.70
12½ Profit	.38
Total	$3.09

October 27th, 1922.

Bureau of Public Roads,
Portland, Oregon.

P R 86

Gentlemen:

Herewith we are returning to you four copies of Project Statement on the Keene Creek - Klamath County Line Section, Oregon Project 86.

Under Paragraph 29 we have inserted the clause relative to two-phase construction, in accordance with your letter of October 26th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic by J. W. DeSouza.

Ap
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

OUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

October 26, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

ATTENTION MR. PROBERT

In accordance with telephone conversation this afternoon, we are herewith returning four copies of Project Statement covering Oregon Federal aid project No. 86, Keene Creek-Klamath County Line Section, for insertion of the phase construction requirement under Article 29 of the Project Statement.

Very truly yours,

C. H. Purcell

District Engineer.

October 24th, 1922.

Mr. Ralph Kuney,
Resident Engineer
Pinehurst, Oregon.

PR #8C

Dear Sir:

Reference is made to your telegram of this date requesting that we send to you the cross-section plats for the Keene Creek - Jenny Creek Section of the Ashland Klamath Falls Highway.

The grading of this section of highway was handled by Jackson County on an actual cost basis and the Resident Engineer was not required to submit a final estimate with supporting cross-sections. We therefore have no platted cross-sections in the office and we are not sure that any are available. We are telegraphing Resident Engineer MacVicar at Canyonville who was in charge of the grading of this section, requesting him to forward to you such cross-section information as he may have.

Very truly yours,

HERBERT HUEN,
State Highway Engineer

By

Office Engineer.

SHP:AP

PACIFIC TELEGRAM

THE PACIFIC TELEPHONE AND TELEGRAPH CO. — BELL SYSTEM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L.	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N.L.
	✓						

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT 9:18

15- 2-

Salem Or 720a
10-24-22

Federal Highway Dept
Washington D.C.

Please send maps relative
Keene Creek - Jenny Creek
Section
Gr. Sp. Mt. Summit. Jenny Cr. -
Jackson Co. Court -
Cost Plus Job.

ANSWERED
S. H. Probert

C. D. Hurley
8:50 a.m.

Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Commission assumes responsibility for maintenance

1. Local name of road Keene Creek - Klamath County Line Section
2. Located between Keene Creek and Klamath Co. Line, County of Jackson
3. Points of beginning and ending From Sta. 27 at Keene Creek to Sta. 672 + 59 at the Jackson - Klamath County Line
4. Length in miles (gross) 12.84 (net) 12.84

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4256

STATE Oregon

PROJECT No. 86
(Not to be filled in.)

Form P R 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) October, 14, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 31 Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Commission assumes responsibility for maintenance

1. Local name of road Keene Creek - Klamath County Line Section
2. Located between Keene Creek and Klamath Co. Line, County of Jackson
3. Points of beginning and ending From Sta. 27 at Keene Creek to Sta. 672 + 50 at the Jackson - Klamath County Line
4. Length in miles (gross) 12.84 (net) 12.84

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4156

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Ashland - Klamath Falls Highway

11. Improved roads adjacent or contiguous and type of each Surfaced road on West Section on east is proposed Federal Aid Surfacing Project

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 2, (*b*) passenger motor vehicles 38, and (*c*) horse-drawn vehicles 2

13. Local traffic, approximate average daily number of (*a*) trucks _____, (*b*) passenger motor vehicles _____, and (*c*) horse-drawn vehicles _____

14. Description and present condition of traveled way Graded earth road

15. Proposed width of surfacing 14; feet between ditches 18; approximate maximum gradient 8 per cent.

16. Proposed type of construction Surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project at various points along line

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet none

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $ 27,967.55 and any additional amounts required. Sale of bonds authorized

) County

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the

17. Location, nature, and extent of deposits of local materials suitable for use on this project at various points along line

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet none

(Designate each by the same distinguishing marks as on sketch map.)

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(State or (and) county.)

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BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

Secretary.

Department respecting the State funds which are or will be available for construction.....

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4).....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard forms of Contract and bond

8-4236

25. Reconnaissance estimate of cost of project:

Made by _____ Date _____, 10____

Approximate Quantity.	Unit.	Item.	Price.	Amount.
	Cu. yds.	Excavation, ____% rock		
	Sq. yds.	Surfacing of		
20,800	cu.yds	Broken Stone Surfacing	3 09	64,272 00
2,300	cu.yds	Filler	50	1,150 00
		Structures of 20′ span or under		
		Structures over 20′ span		
		Other items		

Length, 12.54 miles.

Cost, $ 5,631.78 per mile.

Subtotal	65,422 00
10% Engineering and Contingencies	6,542 00
Total	71,964.00

This estimate approved by:

_____

(Title) Office Engineer

26. Amount of Federal aid desired $ 43,996.55

(State in lump sum or percentage, but not both.)

8—4284

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon

29. Additional remarks Project involves such cost of grading, drainage, and bridging incidental to preparation of the subgrade as to absorb all funds immediately available.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

CROOK STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By _____

[redacted]
(Title of officer.)

By _____

[redacted]
(Title of officer.)

By _____

[redacted]
(Title of officer.)

CONTRACT # 603

SEE:

CONTRACT # 459

529

603 SEE: Contract 459

CONTRACT #604

SEE:

CONTRACT # 459

JPF: Contract 45

CONTRACT #605

PR 82 Parkersburg Sec. 1922-1929

605

PR #62

August 10, 1939

Mr. Paul Van Bocy
Resident Engineer
Coquille, Oregon

Dear Sir:

Mr. Chandler has referred to us your letter of July 10th in regard to the interpretation of the provisions relating to the assessment and payment for hauling on the Riverton-Bandon-Smith Section.

Your interpretation of these provisions is correct. The only reason for mentioning the dead haul and placing a limit on the length of it is to prevent the contractor from using a long dead haul road in order to avoid the expense of constructing a road hauling directly from the quarry to the highway. The topographic conditions may be such that a provision of this kind is not necessary, but we were not sure of that and did not wish to take any chances.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. E. Probert
Office Engineer

EEP:AF

cc to Mr. H. L. Chandler
Division Engineer
Grants Pass, Oregon

...MEDFORD, CHAIRMAN
ROBERT W. SAWYER, BEND
GOV. A. M. ...
STATE HIGHWAY ENGINEER AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

August 9th, 1929.

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

Following is copy of a letter from Paul Van Scoy regarding certain things in the proposal on the Bandon south job. Would like to have you advise regarding the haul question that Mr. Van Scoy raises.

Yours truly,

Division Engineer

WEC/F
Inc. 1.

Coquille, Oregon.
July 18th, 1929.

Mr. W. E. Chandler
Division Engr.
Grants Pass, Oregon.

Dear Sir:-

I have just received the proposal for the surfacing between Bandon, Riverton and six miles south of Bandon.

There are two points in regard to the haul which I would like to ask about.

There is a clause in the special provisions on page three and five which mention that no payment shall be made for dead haul in excess of one mile. As the distance from the quarry to the nearest point on the highway is about 4200 feet, I wondered why this provision was put into the proposal. I take it that under these conditions the pay haul will start from the quarry, and in the case of material layed on the road, the half mile blocks will be layed off from the quarry, towards Riverton and also towards Port Orford. That is, material delivered on the road say at 6.2 miles from the quarry, will be paid at 6½ x the unit haul price x the number of yards.

On page 6 in the special provisions I take it that the haul on stock piles shall be paid for at the exact distance which the stock pile lies from the quarry without regard to half mile blocks. Such as a stock pile located 4.31 miles from the quarry containing 500 c y would have a pay haul of 4.31 x 500 or 2155 yard miles.

Will you kindly write me as to whether this is the correct way of computing these hauls or not.

Respectfully,

(Signed) Paul Van Scoy
Resident Engr.

PR 82

May 1, 1929.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

In reply to your letter of April 19, in regard to federal aid project number 82, this will advise that we propose to follow up the resurfacing work with a 1½ inch wearing surface of bituminous macadam.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prohart
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.———

POST OFFICE BUILDING
PORTLAND, OREG.

April 19, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are in receipt of sketch map for amending Oregon Federal Aid Project 82 by extending the project to Bandon.

In your letter of transmittal it is stated that the plan is to resurface from Bandon east, though nothing is said as to type of resurfacing. If the plan is to resurface with crushed rock only, we do not see how we can consistently recommend approval, as there would be no betterment as to type, and the construction would, to all practical purposes, be a maintenance operation. The fact that a few inches are added to the thickness could hardly be considered a change of type.

Will you please advise as to the work contemplated on this project. In this connection, the extension of the project statement takes practically the same procedure as a new project statement, and award of contract cannot be made until after approval by our Washington Office.

Very truly yours,

W. H. LYNCH
District Engineer.

REFERRED TO
3 H P
By State Highway Engineer

PR 82

April 8, 1929.

Bureau of Public Roads,
Box 2900
Portland, Oregon.

Gentlemen:

It is planned to resurface the section of the Roosevelt Coast Highway from Bandon East, and as we would like to secure federal aid on the work covering the section from Bandon to the west end of the Portersburg Section, project 82, we wish to request that this project be extended to include this work. It is our understanding that it will not be necessary to submit a revised project statement, but that the original statement can be amended to include this section.

We are enclosing herewith five blue print copies of the project statement map showing the requested extension.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

L. H. Probert
Office Engineer

LHP:AP

P R 68

Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

April 11, 1925

Gentlemen:

Reference is made to your letter of the 7th instant making inquiry regarding final voucher on Project No. 82.

We beg to advise that final estimate has not been given upon the surfacing between Coquille and Bandon. As soon as this is received, all of the three projects involved will be sent to you.

final vouchers on

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By
S. H. Probert
Office Engineer

Dict. by J. W. DeSomma:L

cc

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

April 7, 1925.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon Federal aid No. 82, Bandon-Coquille, Roosevelt Coast Highway, 4.73 miles grading and crushed rock surfacing.

It is noted that final inspection was made of this project on October 15, 1924, and the question arises as to why final voucher has not been submitted for payment.

Very truly yours,

C. H. [illegible]
District Engineer.

PR #8

September 24, 1924

Mr. Robert Thyte,
Dist. Mgr. National Surety Co.,
523 Corbett Bldg.,
Portland, Oregon.

Dear Sir:

Reference is made to yours of September 22nd requesting information pertaining to the payments made to D.P. Plymale for work performed under his contract for the grading of the Parkersburg section of the Roosevelt Coast Highway.

The agreement referred to in your letter as bearing date of March 11, 1924, was considered by us to be an agreement supplemental to the grading contract #605, and payment for the work performed under the agreement was made along with payment for the work performed under contract #605.

Of the $74,494.98 paid to Plymale as per our letter of August 18th, $69,445.08 was for unit price work under the main contract, $2,836.42 was for force account work under the main contract, and $2,213.48 was for work under the agreement of March 11, 1924.

In accordance with the terms of the agreement, all work performed under same was paid for on a "cost plus" or "force account" basis.

We trust that the information which we are giving will make the matter clear to you.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

by
S. H. Probert,
Office Engineer

SHP LL

cc

WORLD'S LARGEST SURETY COMPANY

WM. B. JOYCE, CHAIRMAN
JOEL RATHBONE, VICE CHAIRMAN
WILLIAM J. GRIFFIN, GENERAL COUNSEL

National Surety Company

CAPITAL AND SURPLUS OVER $14,000,000.00

New York

OREGON BRANCH OFFICE
ROBERT WHYTE, DISTRICT MANAGER
W. B. GILHAM, ASSISTANT MANAGER
523 CORBETT BUILDING
PHONE ATWATER 2191

PORTLAND, OREGON

Sept.23,1924

RECEIVED
SEP 23 1924
DIVISION

Mr.Roy A.Klein,
State Highway Engineer,
Salem,Oregon.

Re: D.P.PLYMALE.

Dear Sir:

Under date of Aug.18th, last, you advised us that the total amount paid the above contractor under his contract #605, for grading Parkersburg Section of the Coast Highway in Coos County,Oregon, amounted to $74,494.98. This amount was approximately $6000.00 in excess of the original estimated contract amount and as is usual in such cases, we billed Mr.Plymale for the additional premium on the excess amount.

We are now in receipt of word from Mr.Plymale to the effect that the additional amount included certain work performed for your Department, on force account, and also a part of the same road covered by a separate agreement bearing date March 11,1924, for clearing,grubbing and grading between the stations 0/00 & 75/00 of Parkersburg Section, Coast Highway, Coos County,Oregon, in connection with which our Company furnished Mr.Plymale's bond in the sum of $2000.00.

In order to properly adjust our records,will appreciate your advice as to the total amount paid Mr.Plymale under each of these contracts, also what part of the total amount consisted of work done under force account.

Awaiting your advices and thanking you, I beg to remain,

Total Amount Paid= $74,494.98
Force Account,- 5,049.98

Very truly yours,

ANSWERED
S.H.Probert

RW EM

DISTRICT MANAGER

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

Co. #08-6 P.A. 252

August 28, 1924.

Mr. G. E. Wade,
Attorney at Law,
Lamdon, Oregon.

Dear Sir:

Receipt is acknowledged of the release of the claim of the Moore Mill & Lumber Company against D. P. Plymale, contractor on the Lampa Creek Section of the Roosevelt Coa t Highway in Coos County.

We are placing this release on file and making a note in our records to the effect that this claim has been released.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. D. Gleisner,
Chief Clerk.

HDG:LM

cc. Moore Mill & Lumber Co., Lamdon, Oregon.
cc. National Surety Company, c/o G. E. Thatcher, Corbett Building, Portland, Ore.

RELEASE OF CLAIM.

BEFORE THE STATE HIGHWAY COMMISSION,
OF THE STATE OF OREGON.
(Thro' the office of
the State Hiway Engnr).

In the matter of the Claim of
MOORE MILL & LUMBER CO.

-v-

D.P.Plymale,Contractor,
on the Lampa Section of the
ROOSEVELT HIWAY IN COOS COUNTY,

RELEASE OF CLAIM

STATE OF OREGON. |
County of Coos . | SS.

I, M.J.McKenna,being first sworn say:

I am Treasurer and Book - keeper for the Moore Mill & Lumber Company,a corporation of Bandon,Oregon ,and as such have direct knowledge of all of its books records and financial matters.

I am the identical person who on the __day of November,1923,filed a claim in behalf of said Moore Mill & Lumber Co, with the State Highway Commission in the sum of $1137.36,for materials rendered to D.P.Plymale, a contractor on the Lampa to Parkers-Burg section of the Roosevelt Highway ,between Bandon and Coquille,in Coos County,Oregon,

Acknowledgment is hereby made of the full payment,satisaction and discharge of said claim ,and I , undersigned affiant do hereby acknowledge that said D.P.Plymale has paid the said Moore Mill & Lumber Company in full of all accounts, and the claim of said Mill Company is hereby discharged.

This is a release made to be filed with the State Highway Commission to enable said D.P.Plymale to secure final settlement under his contract, and the State Highway Engineer is hereby authorized to cancel the claim heretofore filed with the Commission by the said Moore Mill & Lumber Co., fully,and to all intents and purposes. M J McKenna

STATE OF OREGON.
County of Coos. } ss.

I, M.J.McKENNA, being first sworn say:

I have read over and know the contents of the foregoing release. That I am the identical person there named as Treasurer of the Moore Mill & Lumber Co.,
That all matters and things therein set forth are true.
That I make this release for and on behalf of the said Moore Mill & Lumber Co,and as its authorized free act and deed .

M. J. McKenna

Sworn and subscribed to before me
August 25th,1924.

G. R. Wade

NOTARY PUBLIC FOR OREGON
My commission expires
Feb.29th,1928.

PG 82

Aug. 18, 1924.

The National Surety Company,
505 Corbett Bldg.,
Portland, Oregon.

Attention Mr. W. B. Gilbert, Assistant Manager.

Dear Sir:

In reply to your letter of the 14th instant, concerning the contract of Mr. D. P. Plymale for the grading of the Parkersburg Section, please be advised that this contract is completed, and that final payment will be made to Mr. Plymale on August 26th, as stated to you in our letter of the 16th instant. The total amount of this contract as shown by final figures is $74,494.98.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:ER

B. JOYCE, CHAIRMAN
JOEL RATHBONE, VICE CHAIRMAN
WILLIAM J. GRIFFIN, GENERAL COUNSEL

National Surety Company

CAPITAL AND SURPLUS OVER $14,000,000.00

New York

WORLD'S LARGEST SURETY COMPANY

OREGON BRANCH OFFICE
ROBERT WHYTE, DISTRICT MANAGER
W. B. GILHAM, ASSISTANT MANAGER
523 CORBETT BUILDING
PHONE ATWATER 2191

PORTLAND, OREGON

Aug. 14, 1924.

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RE: Bd. #3363864 D. P. Plymale
Contract Bond

Dear Sir:

We beg to refer to your letter of June 19, 1924, regarding Mr. Plymale's contract for the grading of the Parkersburg Section of the Coast Highway in Coos County. At that time you advised the contract was practically completed. Will you please be good enough to advise us whether or not the contract is now complete, and also let us know the amount the contractor has been paid to date.

Thanking you, we remain

Yours very truly,

W. B. Gilham

ASSISTANT MANAGER.

COUNTERSIGNED
STATE H. B. O.

#605

WBG/OM

Final payment in amount $74.494.98
above contract was requested that final payment
would be made 8-26-24 and req-16-24

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

August 16th, 1924.

Mr. Wm. E. Chandler,
Division Engineer,
Marshfield, Oregon.

PR 12

Dear Sir:

In accordance with the request in your letter of August 4th, I am enclosing herewith an itemized statement of the expenditures in connection with the Grading of the Parkersburg Section of the Roosevelt Coast Highway, in Coos County.

If you wish a further distribution of the engineering charges, we will be pleased to give you this upon request.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

Dict. by L. H. Parsons : TW

Enclosure.

PR-12

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN YOUR REPLY PLEASE
REFER TO FILE No.....

Marshfield, Oregon.
Aug. 4, 1924.
Box 151.

RECEIVED
AUG 6 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

As soon as the final estimate of the Parkersburg Section, contract 605, has been checked over will you please send us a quantity summary showing just how much was spent on each item including force account and engineering. Would also like to have the force account segregated as to amount spent on each order.

Very truly yours,

WM. E. CHANDLER,

Division Engineer.

By John Bakey

PG-82

August 16, 1924.

National Surety Company,
C. E. Thatcher, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 605, for the construction of the Parkersburg Section of the Roosevelt-Coast Highway in Coos County, consisting of 4.75 miles of grading, has been completed by the contractor, D. P. Plymale, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 26th 1924.

The State has been advised of a claim against this contract in amount of $1,100.00 by the Moore Mill & Lumber Company for material furnished, but the State assumes no responsibility for this claim or any other claims which may be filed against this contract.

This notice is served upon you as surety on the bond furnished by the above contractor.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

PR #81

August 1, 1924.

Mr. W. M. Chandler,
Division Engineer,
Marshfield, Oregon.

VOTED
R.A.K.

Dear Sir:

In order that our files may be complete in case inquiry is made as to the conditions which have occasioned the very material over-run in the cost of the grading of the Parkersburg Section, please let us have a letter setting out these conditions in detail.

We have noted that in connection with the heavy grading jobs on the Roosevelt Coast Highway in your division, the excavation quantities and classifications have quite generally over-run from ten to twenty per cent. As practically all of the original estimates of excavation quantities and classifications have been made by Mr. Drinkhall, it would appear that Mr. Drinkhall's estimates are running too low, even in spite of the fact that he has been adding anywhere from fifteen to twenty-five per cent to the quantities as computed from the preliminary cross-sections. In view of this fact, together with the fact that Mr. Drinkhall has made, and is making practically all of the estimates upon which future work on the Roosevelt Coast Highway in your division are to be contracted; it would seem that if we are to avoid future over-runs in cost, Mr. Drinkhall should be advised that his prior estimates have been materially over-run so that he may have a better basis upon which to make his future estimates. An over-run of only ten per cent in the cost of the work remaining to be done on the Roosevelt Coast Highway will amount to a very considerable sum, and should be avoided if possible.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

SHP:TW

PG-52

Jun 19, 1924

Mr. Robert Whyte, District Manager,
National Surety Company,
525 Corbett Building,
Portland, Oregon.

Dear Sir:

Herewith is the information concerning Mr. Plymale's contract for the grading of the Parkersburg Section of the Coast Highway in Coos County, which you requested in your letter of the 17th inst.

The latest available information in this office indicates that this contract is practically done. The figures show that on May 20th there was work yet to be accomplished by the contractor totalling approximately $600. This has no doubt been completed by now. Weekly reports in connection with this work indicate that the contractor is now employed in removing slides that have occurred on this section. The removing of slides is extra work which was not included in the original contract.

The last payment to the contractor will be the semi-final payment which will be prepared from the final quantities submitted by our resident engineer. Final payment will be made as soon as the final quantities have been checked over by our engineers in this office.

Up to May 20, 1924, the total amount paid to Mr. Plymale was $67,899.76 which includes $4,292.32 in connection with force account work. The percentage retained by this office until the completion of the contract at this time amounts to $5,135.10.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

WORLD'S LARGEST SURETY COMPANY

WM. B. JOYCE, CHAIRMAN
JOEL RATHBONE, VICE CHAIRMAN
WILLIAM J. GRIFFIN, GENERAL COUNSEL

National Surety Company

CAPITAL AND SURPLUS OVER $14,000,000.00

New York

OREGON BRANCH OFFICE
ROBERT WHYTE, DISTRICT MANAGER
W. B. GILHAM, ASSISTANT MANAGER
523 CORBETT BUILDING
PHONE ATWATER 2161

PORTLAND, OREGON

June
Seventeenth
1 9 2 4

Mr.H.B.Claisyer,Chief Clerk,
Oregon State Highway Commission,
Salem,Oregon.

Re: Contract Bond - D.P.PLYMALE - For grading of Parkersburg Section of Coast Highway in Coos County,Oregon.

Dear Sir:

You very kindly advised us, under date of May 14th, last, that this project was 93% completed and no doubt would be finished within two weeks.

Will you kindly advise the present status,and if completed, the total amount paid, or to be paid contractor and whether or not, any unpaid claims have been filed with you?

Thanking you, I remain,

Very truly yours,

DISTRICT MANAGER

RW EM
To May-20-1924
Total Paid-$67,899.76
Retained- $ 5135.10
Force Account, $4292.32

ANSWERED
H. B. G.

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

Form No. 89—22292—4M—8-23

0982

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 9, 1924

Job Name Parkersburg

Week from June 1 to June 7, 1924

Mail Address Glendale Ore.

Highway Coast

Telegraph or Telephone Address "

Co. Coos Job Prefix 6PD

Express and Freight Address "

Ore. Finished [illegible] to be finished. Ready report from [illegible] slides. Next [illegible] will [illegible] finished. Finish [illegible] remaining [illegible] to be [illegible] gravel. Time [illegible] checked, [illegible] start date [illegible] for [illegible].

Form No. 39—22292—6M—8-23

9982

ORI[illegible]OF STATE HIGHWAY DEPARTM[illegible]T

FIELD ENGINEER'S WEEKLY REPORT

Job Name Parkersburg

Highway Coast

County Coos Job Prefix 6PD

Date June 9, 1924

Week from June 1 to June 7-24

Mail Address Charleston Ore.

Telegraph or Telephone Address " "

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor Completed the work of moving slide on 6th using a crew of 5 men and 3 teams also placed Culvert sta 199

NOTED

RECEIVED
JUN 11 1924
MARSHFIELD DIV. OFFICE

(See back of this sheet for instructions and detailed information.)

Signed C.K. Austin

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 2

Contractor's average force for week ..... 5 ..... *men,*
..... 3 ..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* ——

Other jobs ..... SWA ..... *Percentage* 67

Other jobs ..... Making Profiles for Bridges-Curry Co. ..... *Percentage* 33

Other jobs ..... *Percentage* .....

CC-52

May 14, 1924.

Mr. D. P. Plymale,
Bandon, Oregon.

Dear Sir:

Your request for an extension of ti e on contract No. 605 for grading the ParkersburgSection of the Coquille-Bandon project, was considered at the meeting of the Highway Commission on April 29th, and the following action was taken:

"D. P. Plymale, contract No. 605, grading Parkersburg Section of Coquille-Bandon project, requested an extension of time to June 30, 1924. The Engineer reported that the contract had been extended to include slide removals and a greater length which had resulted in an advantage to the state and recommended that the extension requested be granted without penalty. Recommendation approved by Commission".

Very truly yours,

State Highway Engineer.

LM

PG82

May 14, 1924.

National Surety Company,
523 Corbett Building,
Portland, Oregon.

Attention Mr. Robert Wyle,
District Manager.

Gentlemen:

In reply to your letter of the 13th inst. concerning the highway contract held by Mr. D. P. Plymale for grading the Parkersburg Section of the Roosevelt Coast Highway in Coos County, please be advised that this project is practically 93% complete at the present time and we anticipate that it will be only a matter of a couple of weeks when the work will be definitely completed and the field notes sent in to this office for checking.

The total amount paid to the contractor to date is $64,940.62. Our retained percentage amounts to $5,135.00. Our records to date show that we have expended a total of $2,688.01 for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Gleisyer,
Chief Clerk.

HBG:LH

D MORE PEOPLE THAN ANY OTH[illegible] MPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

WORLDS LARGEST SURETY COMPANY

OREGON BRANCH OFFICE
ROBERT WHYTE,
DISTRICT MANAGER
W. B. GILHAM, OFFICE MANAGER

523 CORBETT BUILDING
PORTLAND, OREGON

PHONE ATWATER 2191

May
Thirteenth
1 9 2 4

Mr. Roy A.Klein,
State Highway Engineer,
Salem,Oregon.

Dear Sir:

Our Company is Surety on the contract bond of D.P.Plymale for grading of the Parkersburg Section of the Coast Highway in Coos County,Oregon.

Will you kindly advise us the present status of this job, giving us the date of completion, if the work has been finished? If not, kindly advise when it is expected the job will be done and also the total amount paid the contractor to date and what retained percentage remains to his credit.

Thanking you, I remain,

Very truly yours,

RW EM

DISTRICT MANAGER

Paid to date $64,940.62
Retained percent = $5135.00
Bond account = $2688.01

ANSWERED
H B.G.

93% Complete

Project engineer is working up final. Payment will be made within short time.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

April 14, 1924.

RECEIVED
APR 15 1924
HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement and certificate have been executed covering Oregon 82, Parkersburg section of the Roosevelt Coast Highway. We enclose an original copy each of the agreement and certificate for your files.

Yours very truly,
C. H. PURCELL, District Engineer,

By T. M. Davis
Acting

NOTED
R.A.K.

Oregon Federal Aid Project No. 82.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on January 19, 1923, by the State Highway Commission of Oregon, and on February 8, 1923, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on June 9, 1923, by the said State Highway Commission, and on July 10, 1923, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 82; and

WHEREAS, contract for surfacing has been awarded at unit prices greater than those shown in the approved estimate, and by reason thereof the said State Highway Commission has requested that the estimate of cost approved for said project be increased from $109,854.80 to $121,524.70, and that the Federal funds approved and set aside to the credit of said project be increased from $67,161.65 to $74,296.22;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read;

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of seventy-four thousand, two hundred ninety-six and 22/100 dollars ($74,296.22) as the share of the United States payable under said act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof."

Article IV shall read:

"Article IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of seventy-four thousand, two hundred ninety-six and 22/100 dollars ($74,296.22), certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of one hundred twenty-one thousand, five hundred twenty-four and 70/100 dollars ($121,524.70), the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 10th day of March, 1924, and the Secretary of Agriculture on the 27th day of March, 1924.

STATE HIGHWAY COMMISSION OF OREGON

By W. M. Duby
Chairman, State Highway Commission

By
Member, State Highway Commission

By Thos. Malone
Member, State Highway Commission

Howard M. Gore
Acting Secretary of Agriculture

CAE

(Amendment of Certificates of Approval of Plans, Specifications and Estimates Executed February [illegible], 1923, and July 10, 1923, respectively, to cover Oregon General Aid Project No. 82.)

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 75+72, approximately 1.45 miles west of Bear Creek in Sec. 28, T. 28 S., R. 14 W., W.M., and survey station 169+80 approximately 3.5 miles east of Bear Creek in Sec. 36, T. 28 S., R. 14 W., W.M., locally known as the Parkersburg Section of the Coast Highway, Coos County, and designated in the records of this Department as Project No. 82, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 121,524.70 in addition to the $67,161.63 approved by Certificates of 5-8-23 and 7-10-23, as the total estimated cost of said project, and the sum of $ 7,154.59/ as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 27th day of March one thousand nine hundred and twenty-four, as witness my hand and the seal of the Department of Agriculture.

Howard M. Gore
ACTING *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 5—4370

Gilb

FORM 8A 33684 10M-10-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

PR #82

Marshfield, Oregon.
Mar. 19, 1924.
Box 151.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

Regarding letter of March 17th, my understanding, and I am sure Mr. Plymale has the same, is that the 60¢ is the maximum cost to the State.

The added 15% is to cover possible increase in excavation quantities and possible increase in actual cost of the other three items. This estimate, as customary, was not placed on the white copy to be sent to the contractor, and the 15% does not refer to force account percentage.

Very respectfully,

W. E. CHANDLER,
Division Engineer.

WEC/B

cc. C. H. Armstrong,

MAR 20 1924

PR #8

March 17, 1934.

Mr. D. P. Plymale,
Bandon, Oregon.

Dear Sir:

We are sending to you herewith two copies of the agreement covering the performance of work between Stations 0+00 and 75+00, east of Bandon.

To complete the execution of these contracts, please have your surety indicate its consent to this agreement by a proper notation at the bottom of Sheet No. 2; after which please return the original copy to us.

As the agreement does not seem to be entirely clear as regards the basis of payment for clearing and grubbing, we wish to advise t at our understanding of the basis of payment for the work to be done under the agreement, is as follows:

(a) Clearing and grubbing to be paid for on a force account basis in accordance with the provisions given on pages 15 and 16 of the State Highway Department's standard specification form.

(b) Grading to be paid for on a force account basis in accordance with the provisions on pages 15 and 16 of the State Highway Department's standard specification form, with the guarantee that the force account cost to the State will not exceed 60¢ per cubic yard of excavation.

If the above is not in accordance with your understanding, please so advise us at once.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:TW

CC. C. H. Armstrong, Resident Engineer, Bandon.
CC. W. E. Chandler, Division Engineer, Marshfield.

February 13, 1924.

Bureau of Public Roads,
New Post Office Building
Portland, Oregon.

P R 82

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for modified agreement on the Parkersburg Section, Oregon Project No. 82.

We realize that these additional funds called for are not available at the present time, but the estimate is being forwarded to you in order that it may traverse the regular channels and be in Washington for preparation of a modified agreement at such time as the appropriations and allocations of funds for the fiscal year 1925 are made.

We are transmitting estimates on several other projects upon this same basis, and trust that the procedure will be satisfactory to you.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

(Dict. by J. W. DeSousa / TW)

Enclosure.

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 82.

PARKERSBURG SECTION OF THE ROOSEVELT COAST HIGHWAY IN CURRY COUNTY

(Estimate as basis for modified agreement)
(Based on Contract prices)

Salem, Oregon, February 9, 1924.

All Required		Clearing and Grubbing		3,400.00
117,000	cu.yds.	Common Excavation	.37	43,290.00
19,000	"	Intermediate "	.45	8,550.00
4,000	"	Solid Rock "	.70	2,800.00
74,000	sta.yds.	Overhaul	.03	2,220.00
820	lin.ft.	18" x 18" Cedar Culverts	2.30	1,886.00
410	"	2' x 2' " "	3.60	1,476.00
240	"	3' x 3' " "	6.65	1,596.00
1,200	"	6" Porous Drain Tile	.20	240.00
120	cu.yds.	Backfill for Tile Drains	5.00	600.00
300	"	Rip Rap	1.50	450.00
14	M-FBM	Lumber and Timber	40.00	560.00
400	lin.ft.	Wood Piling	.75	300.00
1	Only	40' "A" Frame Truss		1,100.00
SURFACING				
5,150	cu.yds.	Surfacing, Base Course	3.93	20,239.50
5,150	"	Surfacing, Top Course	4.15	21,369.50
1,000	"	Filler	.50	500.00
		Sub-total		$ 110,477.00
		10% Engr.& Cont.		11,047.70
		Total		$ 121,524.70

Length of Project - 4.73 miles.
Cost per mile - 25,692.32

State Funds available	47,228.48
Federal Aid Requested	74,296.22
	121,524.70

Federal Funds Recommended----------(61.13673%)

FORM AA 88684 10M-10-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
[illegible] MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Marshfield, Oregon.
Dec. 12, 1923.
Box 151.

RR 82

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir;

Regarding contracts listed in your letter of December 5th, as overrun, can give you the following information.

Contract #605, Parkersburg Section. Saw the contractor and he will ask for additional time. The job is nearly finished, only a little ditching to do.

Contract #556, Camas Mt., Section. This section is being closed today. Little has been done since November 30th, on account of heavy rain. It would appear that an extension is unnecessary, but in case it is, would recommend a thirty day extension without penalty.

Contract #542, Hunter's Head Section. Practically all pay quantities were done by September 30th. There was some burning of stumps and trees along the right-of-way and a little cleaning up done after that date. There was some delay in the final due to some claims on force account bills and getting some of the cleaning up done. I think no extension is necessary at this time and recommend that retained percentage be allowed if it has not already been allowed at the time the final was received.

Very respectfully,

W. J. McCONNELL

Division Engineer.

WMC/B

FP 695

Coos County

December 6, 1926.

FP 82

Mr. D. P. Plymale,
Bandon, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of December 5th requesting an extension of time to January 15th on your contract No. 606, Portersburg Section of the Roosevelt-Coast Highway in Coos County.

As soon as the written consent of your surety on the bond furnished in connection with this contract is received the matter will be presented to the Highway Commission for their approval.

Very truly yours,

BEK A. KILLE,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

cc. National Surety Co., C. E. Thatcher, Agent, Corbett Bldg., Portland, Oregon.

SAM A. KOZER,
SECRETARY OF STATE

C. N. LAUGHRIGE,
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

PR 82

November 21, 1923

Mr. Roy A. Klein,

State Highway Engineer,

Salem, Oregon.

Dear Sir:- (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This acknowledges receipt of your favor of the 20th inst., advising that a copy of the bond and contract executed by D. P. Plymale in connection with certain highway construction work, is being forwarded to C. R. Wade, Attorney for the Moore Mill & Lumber Co., and calling attention to an error in an affidavit made by an officer of the Moore Mill & Lumber Co. for the purpose of securing a copy of the bond and contract referred to above.

Very truly yours,

FILING DIVISION,

H.

By M. J. Isaac

RECEIVED
NOV 22 1923

NOTED
H. B. GLAISYER

November 20, 1925

PR 82

Mr. C. R. Wade,
Attorney at Law,
Benton, Oregon.

Dear Sir:

Your letter of the 16th inst. addressed to Mr. Sam A. Kozer, Secretary of State, has been referred to this department for reply.

Complying with your request we are mailing to you herewith certified copy of the contract and bond covering Mr. D. P. Flynnle's contract for the grading of the Parkersburg Section of the Roosevelt Coast Highway. There is no charge for this service.

The affidavit of Mr. M. J. McKenna, Treasurer and Bookkeeper for the Moore Mill & Lumber Company, which accompanied your letter to the Secretary of State, is now on file in this office.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HSG:LM

Encl.

Contract #60
6 P. & .

November 20, 1923

PRT 2

Mr. Sam A. Kozer,
Secretary of State,
B u i l d i n g.

Attention Mr. H. J. Haas, Filing Division.

Dear Sir:

Receipt is acknowledged of your letter of the 19th inst. enclosing letter from C. R. Wade, Attorney for the Moore Mill & Lumber Company and affidavit made by M. J. McKenna, Treasurer and Bookkeeper of said company, which letter and affidavit are for the purpose of securing a certified copy of the contract and bond executed by D. P. Plymale in connection with his contract for the construction of the Parkersburg Section of the Roosevelt Coast Highway in Coos County.

Please be advised that certified copy of this contract and bond are being mailed to Mr. C. R. Wade this date.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBC:LM

Please note that the name of this section is "Parkersburg Section" not Lampa-Bear Creek Section" as stated in the affidavit
DHS

C. N. LAUGHRIGE,
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

November 19, 1923

RECEIVED
NOV 20 1923
STATE HIGHWAY COMMISSION

State Highway Commission,

Salem, Oregon.

Gentlemen:- (Attention of Mr. H. B. Glaisyer, Chief Clerk)

We are enclosing for your attention a letter by C. R. Wade, Attorney for the Moore Mill & Lumber Co.. transmitting an affidavit made by M. J. McKenna, Treasurer and bookkeeper of the said Moore Mill & Lumber Company, made for the purpose of securing a certified copy of the bond and contract executed by D. P. Plymale in connection with his contract for the construction of a section of the Roosevelt Highway in Coos County, Oregon, between Lampa and Bear Creek.

Kindly acknowledge receipt of the letter and affidavit, and oblige.

Very truly yours,

FILING DIVISION,

H. By M. J. Sears

ANSWERED
H R O

C. R. WADE
ATTORNEY - AT - LAW
BANDON, ORE.

Nov.16th,
1923.

Hon.Sam Kozer,
Secretary of State,
Salem,Oregon,

Dear Sir :

Sec 6718-19,Oregon laws, provide that any material man who has furnished materials to a contractor with the State, shall be entitled to a copy of the contract and bond, if he shall furnish an affidavit showing what relation he sustains to such contract and the performance thereof, such contract to be presented to the proper officer in charge of such contract.

The Moore Mill & Lumber Co, a corporation of Bandon is such material creditor, and herewith is an affidavit of an officer of that corporation showing what relation it sustains with reference thereto,and showing that it is a creditor to the extent of over $1100. We are particularly interested in the bond.

I assume that your department of State is the custodian of such contract, but if not,will you kindly hand this letter and affidavit to whomsoever is the custodian thereof?

I do not know what the fee for such copy is if any, but please advise me with reference thereto, and thanking you, I am,

very truly yours,
C R Wade
Attorney for claimant.

ANSWERED
H. B. G

NOV 23
SAM A. KOZER

Respectfully referred to the State Highway Commission.

STATE DEPARTMENT.

STATE OF OREGON.)
County of Coos .) ss..

I, M.J.McKenna, being first sworn say:

That I am a citizen of lawful age,and a resident of Bandon,Coos County,Oregon,and by occupation am ~~Secretary~~-Treasurer and book keeper for the Moore Mill & Lumber Company, a corporation engaged in the manufacture and sale of lumber at Bandon,Oregon,and I make this affidavit for said corporation.

That heretofore the Moore Mill & Lumber Company,said corporation sold and furnished and delivered materials, consisting of lumber to D.P.Plymale, who is a contractor with the State of Oregon,and who is engaged in public works,to-wit: the construction of a section of the Roosevelt Highway,in Coos County,Oregon, specifically,between Lampa and Bear Creek.

That said lumber was used in connection with said road work,and that said road is a section of State Highway. That said lumber was delivered in varying amounts from time to time, and subsequent to January 31st, 1923, and various amounts have been paid thereon,and there still remains due and unpaid thereon,and owing to said corporation,Moore Mill & Lumber Co, the sum of $1137.46, as a balance on account, and therefore said corporation sustains the relation of "material—creditor", to said contract and its performance,

This affidavit is made in contemplation of the provisions of Oregon law,sections 6719,and also section 2991,and for the purpose of securing a certified copy of such contract and bond.

M J McKenna

Sworn and subscribed to before me
November, 15th ,1923.

J A Moore
NOTARY PUBLIC FOR OREGON,
My commission expires,
15th day of Feb. 1927.

Oregon Federal Aid Project No. 82.

3R82

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on January 19, 1923, by the State Highway Commission of Oregon, and on February 8, 1923, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 82; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said project be increased from $25,000.00 to $67,161.63, which is 61.13673 per cent of the estimated cost approved by the Certificate signed by the Acting Secretary of Agriculture on February 8, 1923;

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates and the sum of sixty-seven thousand, one hundred sixty-one and 63/100 dollars ($67,161.63) as the share of the United States payable under said act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of sixty-seven thousand, one hundred sixty-one and 63/100 dollars ($67,161.63) certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of one hundred nine thousand, eight hundred fifty-four and 80/100 dollars($109,854.80), the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 9th day of June, 1923, and the Secretary of Agriculture on the 10th day of July, 1923.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

(425)

...k of Certificate of Approval of Plans, Specifications, and ...stimates Execute... ruary 8, 1923, to cover Oreg... ieral Aid ...oject No. 82)

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).*)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 75+72, approximately 1.45 miles west of Bear Creek in Sec. 28, T. 28 S., R. 14 W., W.M., and survey station 169+50 approximately 3.3 miles east of Bear Creek in Section 36, T. 28 S., R. 14 W., W.M., locally known as the Parkersburg Section of the Coast Highway, Coos County, and designated in the records of this Department as Project No. 82, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $109,854.80 in addition to the $25,000.00 approved by Certificate of February 8, 1923 as the total estimated cost of said project, and the sum of $42,161.63 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 10th day of July one thousand nine hundred and Twenty-three, as witness my hand and the seal of the Department of Agriculture.

C. W. Pierce

ACTING *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4820

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

May 10, 1923.

S H P

42

RECEIVED
MAY 11 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose three copies of proposed modification of project agreement covering Oregon 82, Parkersburg section of Coast Highway, for the signature of the State Highway Commission.

The Regional Office informs us that telegraphic advice has been received indicating that payments out of 1924 funds cannot be made prior to July 1st but that work may begin at any time. We have, however, asked that if possible the agreements be prepared under the"Illinois Plan" under which payments prior to July 1st may be made on any project as long as the aggregate of work done up to July 1st does not exceed the Federal Aid apportioned to that date.

The Regional Office suggests, if you desire payments before July 1st on projects charged against 1924 funds, that you transmit with the signed project agreement a formal request that a clause permitting such payments be inserted in the project agreement before execution by the Secretary.

Yours very truly,
C. H. PURCELL, District Engineer,

By [signature]
Acting

cc-Chief Engr.
Asst. Engr.

May 10, 1923.

Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

PRA

Gentlemen:

Receipt is acknowledged of your letter of the 10th inst., transmitting copies of proposed modified agreement on the Parkersburg Section, Oregon Project No. 82.

It was our understanding that we were working under what you designate as the "Illinois Plan", and that we would be able to secure Federal Aid as the work progressed, limited only by the require - ment that the Federal share of the total work done prior to July 1st shall not exceed the funds available prior to that date. As we understand it, this is the basis which has prevailed in the past, and it is the basis upon which we have been proceeding in this Department. From your letter, it appears that we have been in error, and we appreciate your pbtion in requesting that our agreements be prepared under the"Illinois Plan."

In the event that your request should not meet with favorable consideration, please consider this letter as formal blanket request that a clause permitting payments before July 1st on projects charged against 1924 funds be inserted in project agreements before execution by the Secretary.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

Dic by J. W. DeSousa
AP

Form P. R. 2

State Oregon

Project No. 82

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of January, 19 23

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 6th day of July, 19 22

a project statement, which was approved by the Secretary on the 22nd day of September, 19 22, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on October 1, 1922, and approved by the Secretary on the 8th day of Feb., 19 23; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

twenty-five thousand and no/100

dollars ($ 25,000.00) as the share of the United States payable under said act on account of said project, which does not exceed [illegible] per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(*a*) By the State ....From sale of bonds authorized by Legislature under
By act of the Legislature of (date
Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920
and citation), appropriating dollars.

*(*b*) By the Count..... of .....
By tax levy or bond issue authorized by act of ..... (date and citation).

*(*c*) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 75+72, approximately 1.45 miles west of Bear Creek in Sec. 28, T. 28 S., R. 14 W., W.M., and survey station 169+50, approximately 3.3 miles east of Bear Creek in Sec. 36, T. 28 S., R. 14 W., W.M.,

terminal points, a distance of 4.73 miles, known locally as the Parkersburg Section of the Coast Highway, Coos County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

STRICKEN OUT

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) No part of the United States' prorata share of the cost of this project chargeable against the appropriation authorized to be made by Section 4 of the Post Office Appropriation Act of June 19, 1922 (Pub. No. 244, 67th Congr.), shall be paid unless, and until, funds from which such payment may be made shall actually have been made available by Congress.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of twenty-five thousand and no/100 ..... dollars, certified to the Secretary of the Treasury as above mentioned, being less than 61.13673 per cent of one hundred nine thousand, eight hundred fifty-four and 80/100 ..... dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(State or county.) (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $19,869.44 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and of Nov. 9, 1921 out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $19,869.44 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and of Nov. 9, 1921 out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ..... (Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 8th day of February, 1923

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

C. W. Pugsley
Acting Secretary of Agriculture.

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 75+72, approximately 1.45 miles west of Bear Creek in Sec. 28, T. 28 S., R. 14 W., W.M., and survey station 169+50, approximately 5.5 miles east of Bear Creek in Sec. 36, T. 28 S., R. 14 W.M. locally known as the Parkersburg Section of the Coast Highway, Coos County, and designated in the records of this Department as Project No. 82, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $109,854.80 as the total estimated cost of said project, and the sum of $25,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13675 per cent of said total estimated cost.

Done in the District of Columbia, this 8th day of February one thousand nine hundred and Twenty-three, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley

Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4629

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 30, 1922

Week from Oct 23 to Oct 28

Job Name Redwood

Mail Address Gardiner, Ore.

Highway Coast

Telegraph or Telephone Address " "

County Coos Job Prefix 625

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party - Have started right of way stakes sta 350 to end of job sta 427. Check levels for C.M.'s and other C.M. set sta 75 to 150. Contractor has a small crew clearing sta 250 to 255

RECEIVED
NOV 2 1922

Signed C.H. Armstrong

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR ✓

October 25, 1922

Mr. D. P. Plymale,
Bandon, Oregon.

Dear Sir:

I am handing you herewith four copies of the contract for the construction of 4.73 miles of grading on the Parkersburg Section of the Coast Highway in Coos County.

Please execute all four copies of the contract and bond and return to this office for the signatures of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

EM

October 24th, 1922.

Bureau of Public Roads,
Portland, Oregon.

PR 82

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for project agreement on the Parkersburg Section, Oregon Project No. 82.

We propose to request further Federal co-operation on this project when the funds become available.

Very truly yours,

HERBERT HUNT,
State Highway Engineer

By
Office Engineer

Dic by J. W. DeSouzad.
AF

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. 82

PARKERSBURG SECTION OF THE COAST HIGHWAY

IN COOS COUNTY

(Estimate as Basis for Project Agreement. Based on Contract Prices Except Surfacing Items.)

4.73 Miles Grading and Surfacing

Salem, Oregon, October 23, 1922

All Required		Clearing and Grubbing		$ 5,400.00
117,000	cu.yds	Common Excavation	$ .37	43,290.00
19,000	cu.yds	Intermediate Excavation	.45	8,550.00
4,000	cu.yds	Solid Rock Excavation	.70	2,800.00
74,000	Sta.yds	Overhaul	.03	2,220.00
820	lin.ft.	18" x 18" Cedar Culverts	2.30	1,886.00
410	lin.ft.	2' x 2' Cedar Culverts	3.60	1,476.00
240	lin.ft.	3' x 3' Cedar Culverts	6.65	1,596.00
1,200	lin.ft.	6" Perous Drain Tile	.20	240.00
120	cu.yds	Backfill for Tile Drains	5.00	600.00
300	cu.yds	Rip Rap	1.50	450.00
14	M-FBM	Lumber and Timber	40.00	560.00
400	lin.ft.	Wood Piling	.75	300.00
1	Only	40 foot "A" Frame Truss		1,100.00
10,300	cu.yds	Surfacing	3.00	30,900.00
1,000	cu.yds	Filler	.50	500.00
		Sub-total		$ 99,868.00
		10% Engr. & Cont.		9,986.80
		Total		$ 109,854.80

Cost per Mile $ 23,235.11

State Funds Available $ 84,854.80
Federal Aid Requested 25,000.00

$ 109,854.80

M.a.
State 693.17
Fed 67,161.63
$ 109,854.80

September 15th, 1922.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

P. R. 82

Gentlemen:

Herewith we are enclosing six copies of estimate and unit price analysis and four copies of special provisions on the Parkersburg Section, Oregon Project No. 82.

Four blue print sets of plans and one set of cross section are today going forward to you, under separate cover.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza.

SP
Encl.

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 82

PAVEMENTING SECTION OF THE COAST HIGHWAY

IN COOS COUNTY

Unit Price Analysis of Surfacing

Materials F.O.B. Bunks	$ 1.50
Unloading	.25
Hauling 1.5 Mi. @ 30¢	.45
Spreading and Finishing	.55
Preparation of Subgrade	.05
Sub-total	$ 2.80
15% Profit	.42
Total	$ 3.00

OREGON STATE HIGHWAY DEPARTMENT

Project No. 82

PARKERSBURG SECTION OF THE COAST HIGHWAY

IN COOS COUNTY

(Estimate with Plans. Not as Basis for Project Agreement)

4.75 Mil Grading and Surfacing

Salem, Oregon, Sept. 14, 1922.

All Required		Clearing and Grubbing		$ 2,500.00
117,000	cu.yds	Common Excavation	.30	35,100.00
19,000	cu.yds	Intermediate Excavation	.45	8,550.00
4,000	cu.yds	Solid Rock Excavation	1.00	4,000.00
74,000	cu.yds	Overhaul	.05	3,700.00
820	Lin.ft.	15" Pipe or Log Culvert	2.00	1,640.00
410	Lin.ft.	24" " " " "	3.00	1,230.00
240	Lin.ft.	36" " " " "	5.00	1,200.00
1,200	Lin.ft.	6" Porous Drain Tile	.40	480.00
120	cu.yds	Backfill for Tile Drains	2.50	300.00
200	cu.yds	Rip Rap	3.00	900.00
85	cu.yds	Class "C" Concrete	25.00	2,125.00
14	M-FBM	Lumber and Timber	50.00	700.00
400	Lin.ft.	Wood Piling	.75	300.00
1	Only	40 Ft. "A" Frame Truss		11,200.00
10,300	cu.yds	Surfacing	3.00	30,900.00
1,000	cu.yds	Filler	.50	500.00
		Sub-total		$ 95,325.00
		10% Engr. & Cont.		9,532.50
				$ 104,857.50

Cost Per Mile $22,168.60

State Funds Available $79,857.50
Federal Aid Requested 25,000.00
$ 104,857.50

SPECIAL PROVISIONS

Parkersburg Section, Grading

ORDER OF OPERATIONS

All clearing work and such of the grubbing work as can be done in advance of the grading operations, shall be performed during the winter months, and shall be completed, including burning, before May 1st, 1923. All logs, trees, stumps, roots, limbs and other debris to be cleared from the right-of-way shall be moved to the center of the right-of-way for burning and shall not be placed or allowed to remain along the edges thereof. No stakes for grading will be set, and no grading work shall be performed upon any portion of the right-of-way over which the clearing, including burning, has not been entirely completed.

All culverts shall be completed well in advance of the grading operations adjacent thereto.

OLD ROAD NOT TO BE BLOCKED

The contractor shall so conduct his operations that the old road paralleling the work to be done under this contract shall at no time be blocked as a result of these operations, and he shall promptly remove therefrom any logs, trees, rock, earth or debris that may fall, roll or be dumped upon same. He shall promptly repair any damage which may be done to the old road as a result of the clearing and grading operations.

The contractor will not be required to maintain the old road other than as above provided.

ALTERNATE TYPE OF CULVERTS

Contractors are requested to submit alternate bids upon cedar culverts and concrete pipe culverts. The equivalent sizes of these two types of culverts shall, as a basis for comparing bids, be considered to be as follows:

Size of Cedar Culvert	Equiv. Size of Pipe Culvert
18" x 18"	18 inch
2' x 2'	24 "
3' x 3'	36 "

Class "C" Concrete shall be considered to be an item required in connection with concrete pipe, but not required in connection with cedar culverts. This shall be taken into consideration in the summing up of bids.

CEDAR CULVERTS

Cedar Culverts shall be constructed of good, sound fire-killed or green white cedar. Construction shall be in accordance with the attached blueprint plans, the sawed timber type or the log type to be used at the contractor's option.

The quantityto be paid for under this item shall be the number of lineal feet of completed culverts, the length of each culvert to be taken as the average of the length of the top and bottom.

The price bid per lineal foot shall include the furnishing of all logs, sawed timber, bolts, labor and material required for the construction of the culvert complete in place, in accordance with the plans and the instructions of the Engineer.

CONSTRUCTION OF BRIDGE

The bridge to be constructed at Station 153 shall be constructed in accordance with accompanying plans and in accordance with the Standard Bridge Specifications of the State Highway Department.

Payment for this bridge shall be made at the prices bid for the following items:

40' A-Frame Superstructure
Timber Piling
Lumber and Timber
Common Excavation
Intermediate Excavation
Solid Rock Excavation.

Payment for the above items in the quantities furnished shall be understood to comprise full and complete payment for the completed bridge, inclusive of painting. The pay quantity of lumber and timber shall not include any lumber or timber used in the construction of the 40' A-Frame Superstructure.

BROKEN STONE OR GRAVEL SURFACING

Preparation of Subgrade:

Before spreading the surfacing the contractor shall, by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions.

The subgrade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared shall be maintained true to crown, grade, and uniform surface.

In no event shall any surfacing materials be placed upon any section of the subgrade which is not, in the opinion of the Engineer, in a condition suitable and satisfactory for surfacing.

Width, Thickness and Number of Courses:

The surfacing shall, in general, be constructed to the width, thickness and cross-section indicated on the plans, or on the typical cross-section sheet attached hereto. These features shall, however, be subject to such reasonable variation as the Engineer may order, to properly take care of varying character of subgrade and other un-uniform conditions that may exist or that may be encountered during the progress of the work.

Materials:

Materials for surfacing shall be sound, tough and durable broken stone or gravel. It shall be free from soft or disintegrated particles, clay, loam and other objectionable matter.

Sizes of Materials:

Materials for base course shall all pass a screen having one and one-half (1½) inch circular openings, and shall be well graded from the maximum size to dust.

Materials for the top course shall all pass a screen having one (1) inch circular openings, and shall be well graded from the maximum size to dust.

Means to Prevent Separation of Materials:

In the handling of materials the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible materials in being transferred into stock piles, bins or vehicles shall be dropped vertically.

Hauling:

To assist in the compacting of surfacing materials, the contractor will be required, as far as practicable, to do his hauling over the surfacing as it is placed; to construct the surfacing beginning at the point of loading and working away from that point; and to construct the entire base course from any set up before beginning construction of the top course from that particular set up.

Dragging:

The contractor shall do such blading and dragging of both the base and top courses as may be necessary to bring them to a uniform grade and crown with a smooth and even surface and as may be necessary to maintain them free from ruts and true to the crown, grade and surface to which they are first constructed. They shall be so maintained until covered, or until all surfacing to be constructed under the contract is completed.

Finishing Shoulders and Cleaning Ditches:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed, inclusive of ditches, trimmed up so as to provide a uniformly crowned and well drained cross-section, as indicated on the plans. All excess excavated materials and all loose stones and rock fragments that may be dragged to the surface, shall be deposited on the sides of embankments or otherwise disposed of to the satisfaction of the Engineer.

Measurement and Payment:

Payment for the construction of surfacing as above specified shall be made at the price bid per cubic yard for surfacing of the particular class involved. The quantity

to be paid for shall be the number of cubic yards of cubic yards of surfacing materials furnished, delivered and incorporated in the work. Measurement shall be loose measure aboard trucks or other conveyances at the point of loading.

The unit price bid shall be understood to cover preparation of subgrade, the furnishing, screening, crushing, hauling, spreading and compacting of materials, the trimming of shoulders, the cleaning out of ditches, and all other work involved in the construction of the finished surfacing, at the grade and to the cross-section indicated on the plans, and in accordance with these provisions.

Any rolling or sprinkling that may be required will be paid for as "extra work" or will be done by state forces. Filler will be paid for as specified hereinafter.

FILLER

Where the engineer so directs, there shall be added to and incorpora ted with the surfacing materials, a "filler" of sand, loam or other suitable material. Materials for this purpose shall be obtained from such sources as the Engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals alongside the work. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and when filler material is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "filler-haul" of twenty-five (25) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred (500) feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

6-10-22

September 7, 1922.

Mr. W. E. Chandler,
Division Engineer,
Marshfield, Oregon.

P. R. 82

Dear Sir:

Reference is made to the Parkersburg Section, Oregon Federal Aid Project No. 82.

The Bureau of Public Roads recommended that the width of thorough fills be increased from twenty-two to twenty-four feet. This recommendation was approved by Mr. Munn, and we have so advised the Bureau. Owing to the fact however, that the the preparation of the plans and cross-sections has been practically completed, we have requested that they be approved, showing a twenty-two foot width, and have advised that the increase in width will be taken care of during the course of construction.

We are estimating the extra quantities involved, and they will be shown in the summary as lump sum items under the head of "Allowances for Overbreak, etc."

Very truly yours,

HERBERT MUNN
State Highway Engineer

By
Assistant Office Engineer.

JWD:AP

September 7th, 1922.

Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON.

F. H. 82

Gentlemen:

Reference is made to your letter of the 5th inst., relative to the width of fills on the Parkersburg Section, Oregon Federal Aid Project No. 82.

This matter has been discussed with Mr. Nunn, and he has approved your recommendation that the fills be increased to twenty-four feet. As our plans and cross-sections on this project have been practically completed, we would request that they be approved showing a twenty-two foot width, and the increase will be made during the course of construction.

The extra quantities involved will be estimated and included in the summary of quantities as lump sum items under the head of "Allowances for Overbreak, etc."

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Assistant Office Engineer

JWD:AP

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

August 10, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

STATE Highway Commission

Dear Sir:-

We have made a field inspection of proposed Federal Aid project No. 52 between Bandon and Coquille.

The project appears satisfactory except for about three miles on the east end, just west of the bridge at Coquille. There is a question here as to the proper route to designate as a part of the 7% system.

It appears that there is a possibility of crossing the valley from a point near the N.W. corner of Sec. 13, T. 28 S., R. 13 W., on the south bank of the Coquille River, to a connection with the paved highway from Coquille to Marshfield about 2½ miles from Coquille, thus effecting a saving in distance of about 4½ miles in the route from Bandon to Marshfield, and at the same time increasing the distance from Bandon to Coquille not over one-half mile.

Until the routing of this section of the Roosevelt Highway can be definitely decided, we do not care to recommend for approval any project covering the section in question. We are returning to you the project statement with the request that you revise it so that it will not extend east of the point where the alternate route would cross the river.

We understand that such a revision of the project will not affect any construction proposed for the immediate future.

It will also be necessary to provide for surfacing, even though it may not be the intention to award a surfacing contract at the same time as for the grading. You should show on page 3 of the project statement the type and width of surfacing proposed and in the estimate, page 4, the estimated amount of surfacing required.

Owing to the nature of the soil and climatic conditions existing in the vicinity of the project, surfacing is necessary in order that the road may be serviceable, and it is the policy of the Bureau to require a showing of all the items necessary to fully complete a project before recommending it for approval.

Yours very truly,

C. H. Purcell

District Engineer.

July 27th, 1922.

Bureau of Public Roads,

Portland, Oregon.

P. R. 82

Gentlemen:

Herewith we are enclosing four copies of Project Statement and Certificate on the Bandon-Coquille Section of the Coast Highway in Coos County, which we have given Project No. 82.

These statements and certificates have been executed by the State Highway Commission with the exception of the fourth copy of the project statement which has been signed by Mr. Yoon only. Unfortunately Mr. Booth overlooked signing this copy, but we presume that it may be acceptable for your files as we do not wish to delay submission of the project until Mr. Booth's signature could be secured.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

Asst. Office Engineer

WDC:AP

Encl.

STATE Oregon

PROJECT No. 82
(Not to be filled in.)

Form P R 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) July 6th, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1920
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance.

1. Local name of road Bandon-Coquille section of Coast Highway
2. Located between Bandon and Coquille, County of Coos
3. Points of beginning and ending Coquille, at Xing of Coquille River to Bandon City Limits.
4. Length in miles (gross) 17.1 (net) 17.1

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

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5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

_____

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_____

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each ____None____

8. Tolls collected on roads or bridges on this project, if any ____None____

9. Is project part of State's five-year program heretofore submitted? ____No____

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) ____Link in Coast Highway____

11. Improved roads adjacent or contiguous and type of each ____Concrete Pavement on North and gravel road on south. Rock and gravel road being built, Coq.-Roseburg____

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks ____2____, (*b*) passenger motor vehicles ____40____, and (*c*) horse-drawn vehicles ____10____

cal traffic, approximate average daily number of (*a*) trucks ____10____, (*b*) passenger motor vehicles ____200____, and (*c*) horse-drawn vehicles ____20____

14. Description and present condition of traveled way ____Dirt Road very crooked.____

_____

_____

_____

15. Proposed width of surfacing ....; feet between ditches 20'; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading. Will be surfaced later

17. Location, nature, and extent of deposits of local materials suitable for use on this project Rock outcroppings show only sand stone. Graveled or crushed rock can be received by scow or barge from Coquille River.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet 60' Span Fat Elk Drainage ditch.
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State
(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State $122,050.10 and any additional amounts required. Sale of bonds authorized.

(b) Co

21

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22

Depar

23

of the

24

used i

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 9, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

25. Reconnaissance estimate of cost of project.

Made by V.H.Brimhall Date May 22, 19

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
475,000		30		.50	237,500	00
	Cu. yds.	Excavation, ____% rock				
	Sq. yds.	Surfacing of				
1,000	Lin. Ft.		15	00	15,000	00
1	60' Span	Structures of 20′ span or under			7,000	00
		Structures over 20′ span				
30A		Other items Clearing & Grubbing	200	00	6,000	00
		Overhual			10,000	00
		Drainage (Culv.)			10,000	00
					285,500	00
17.1		Subtotal			28,550	00
		10% Engineering and Contingencies			314,050	00
		Total				

Length, 18,365.49 miles.

Cost, $ per mile.

This estimate approved by:

J.A. Probert
Office Engineer
(Title)

$191,999.99

26. Amount of Federal aid desired

(State in lump sum or percentage, but not both.)

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27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By Chairman
(Title of officer.)

By Commissioner
(Title of officer.)

By Commissioner
(Title of officer.)

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract #510 Ends with: Contract #605

FLASH CARDS: Begins every new Contract

Remarks: Contract #605 continued on Reel #5

Reel No. 4 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD 5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 29 day of Feb., 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott Rhoden